THE FIGHTING IS OVER BUT THE PEACE BRINGS NO JOY

Somewhere on the outskirts of Viipuri these Finnish soldiers are studying in their newspapers the terms on which the armistice has just been concluded. So harsh were these that at first it seemed hardly possible that they could be true. Those who were best acquainted with the military situation, however, realized that it could not be long before the Finnish defence was overwhelmed by the Russian onslaught; and it was decided, therefore, to make peace while the army was still intact and Finland was still unconquered.

Pêdo, Keystone

Ringing Down the Curtain on the Finnish War

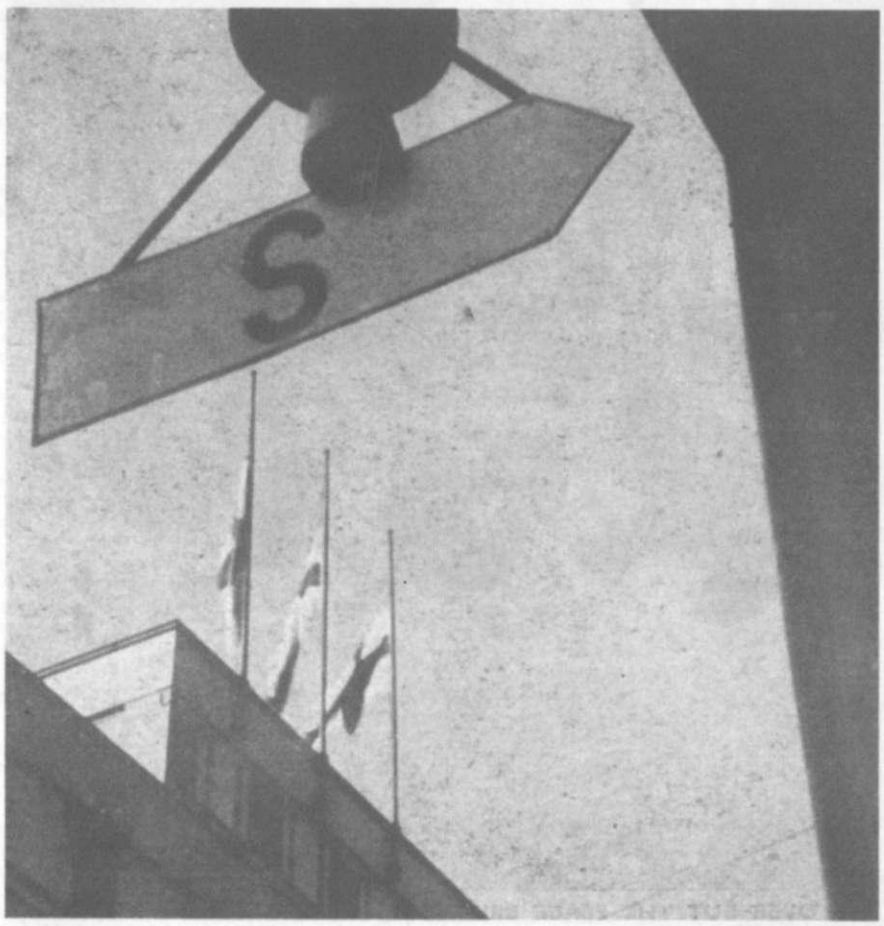
Following the conclusion of the treaty between Finland and Russia, many thousands of Finnish people proceeded to leave their homes and fields in the ceded territories and moved back into the Finnish interior. Discounting the lavish promises of the Reds, they preferred the rule of their own democratic commonwealth.

When the Red Army invaded Finland at the end of November 1939 it was with the professed object of liberating the Finnish people from the "Mannerheim-Tanner clique of White murderers" who were supposed to hold them in subjection. When, however, four months later the Red troops proceeded to occupy those portions of Finland ceded to them under the treaty concluded in the Kremlin on March 13, it was difficult to find a single Finn who preferred Russian rule to that to which he had been accustomed. As the Russian troops advanced there went before them a vast host of Finnish people who, rather than live in the Bolshevik paradise, were prepared to seek new homes in what was still Finland. Empty shells of towns and villages burned and blackened by their incendiary fury were all that was left to the "liberating" Reds.

Only a few days were allowed for the evacuation of the ceded territories; in the Lake Ladoga region the withdrawal had to be completed between March 19 and 26, while Hango had to be ready for Russian occupation by March 23. On the other hand, in the far north, where it was still deep winter, the Russians were given until April 10 for the completion of their withdrawal within their own frontier in the Petsamo region.

The evacuation, one of the greatest in all history, was directed by the Finnish Government from Helsinki. As a first step the Ministry of the Interior commandeered transport of every kind; within fifteen miles of the new frontier

Mr. Vaino Tanner (left), the Finnish Foreign Minister, is seen broadcasting the terms of the Russo-Finnish Peace Treaty; right, President Kallio explaining to the Finnish nation through the same medium the necessity for accepting the unexpectedly harsh terms dictated by the Russians.



It is impossible to grasp what the Russo-Finnish peace treaty means to the Finns, but this photograph of flags flying at half-mast in Helsinki suggests the mood of public opinion when the terms were announced. Although the air-raid shelter sign seen in the upper part of the photo is no longer needed, that is hardly reason for joy. *Photos. Associated Press*

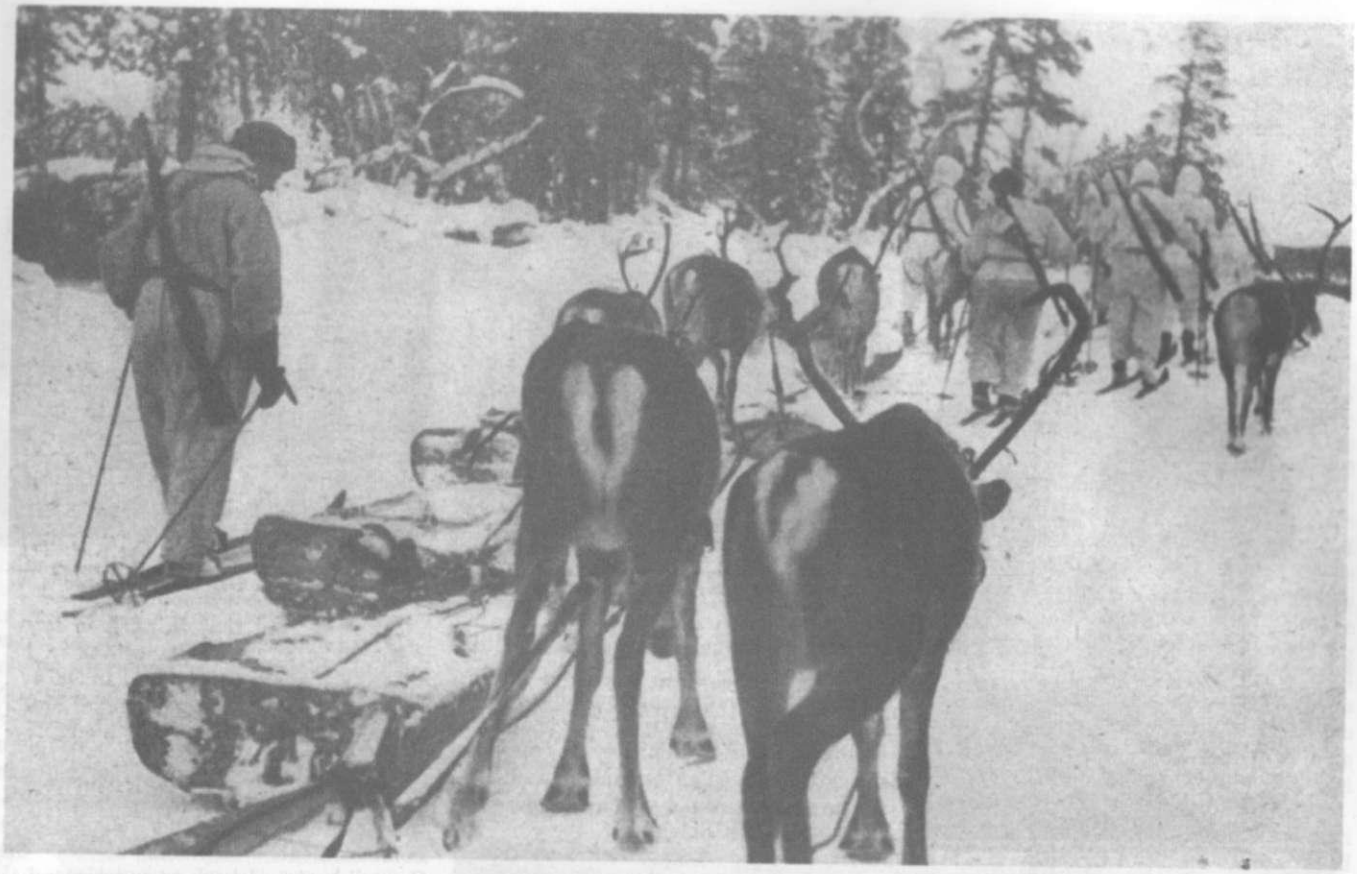
even horses and carts and sledges were ordered to be at the disposal of the evacuation authorities. Arrived in the zone to be evacuated the trains and lorries and cars were packed with refugees and their belongings, which they carried to just within the new Finnish frontier; then they hurriedly returned for more.

In the Lake Ladoga region alone it was estimated that there were more than 100,000 people requiring to be moved; and the total of those who preferred to lose their homes rather than to become Russian citizens was estimated to be not far short of half a million persons, or an eighth of the entire pre-war population. In addition to the human refugees there were some 60,000 cattle requiring to be moved. Then, too, there were 200,000 troops who retreated side by side with the civilians—troops who were so exhausted by the war and the weather together that they were unable to cover more than a few miles a day.

Nor should we forget to mention the wounded, who to the number of 5,000 were evacuated from Finnish hospitals in the region of Lake Ladoga. Piled into ambulances and lorries they were driven along the crowded and all but impassable roads, and it is not surprising that some of them died in the process.

Bitter but not altogether despairing, the Finnish peasants and townsfolk poured along the roads and tracks which led to the west. Mothers pushed their crying children in handcarts or dragged their household goods piled high on sledges. Here

Tragic Indeed Was the Drama's Final Act



When peace was agreed between Finland and Russia a great trek of Finns began, as few wished to remain in the ceded areas. When the frontier zone was evacuated many civilians had to leave most of their possessions behind; here some are seen bringing out of Hango such of their belongings as they could pile on to a reindeer sleigh. Top, men of the famous ski battalion retreating with their reindeer to the new Finnish frontier.

Photos, Associated Press and Keystone

Half a Million Finns Flee Before the Reds

Standing on the balcony of the town hall in Hango (left) is Mayor Wennstroem, who is taking a last look at the city which has just been leased to Russia. Above, a Finn farmer is putting his children on the van loaded with his household goods prior to his trek from his home.

the village priest accompanied his little flock, and there trudging with his people through the snow went the village headman. Slowly the stream of people, of strangely-assorted vehicles, of complaining cattle, moved on, leaving behind them to the enemy ground which Finnish arms had successfully defended to the very end.

Caught in the stream of civilian evacuation were many soldiers who had been wounded in the course of Finland's gallant stand against overwhelming odds. This photograph shows some of them just descended from the motor-bus which has brought them into Helsinki. Most were what is called "walking wounded," but in other cases they had to rely on the willing help of their comrades for support as they trudged through the snow *Photos. Wide World and Keystone*

It was decreed that Viipuri, so famed in Finland's story, so important in her modern economy, was to be handed over to the Russians on the morning of March 16, and so the Finns had but a couple of days in which to remove everything of value which had escaped destruction in the course of the city's long-sustained bombardment. Members of the City Council hastened back to superintend the work, until nothing was left to await the invaders' coming but houses stripped to the bare walls.

Farewell to Hango

Hango, too, was similarly stripped; and there the work was all the greater because the city had been spared much of the devastation that had come upon Viipuri. By day and night its 8,000 citizens were removed into the interior, and as they went they took with them so far as they could their personal belongings, their bedding and household furniture—anything and everything, indeed, which they could carry away and so save from the rapacious foe.

Even the great piles of timber on the quaysides were loaded into the waiting trucks, and yachts which had been frozen in the harbour for months were hurriedly dug out and hauled away to the railway station. Cranes and derricks were dismantled and taken away; and the ice-breakers which had performed a last service in breaking the ice so that the Finnish ships in the harbour were able to escape to Turku, steamed away in their wake, loaded to the water-line with a motley cargo. By midnight on the eve of the day appointed for the Russian entry into the city Hango was practically deserted by its populace. Where only a few months before had echoed the cheerful sounds of a flourishing port and town, reigned now the silence of the grave.

Death Taught the Red Army How to Win

So great were the Red Army's reverses at the beginning of the Finnish war that in some quarters they were hailed as proof of deep-seated inefficiency. This may be as may be, but it is certain that the Russians learnt to profit by their mistakes.

THERE was a great difference between the Red Army which, with bands blaring, crossed the Finnish frontier on November 30, 1939, and that which 104 days later marched across the battered ruins of the Mannerheim Line into Viipuri.

At the outset of the struggle the invaders were blown out with confidence. They expected a walk-over, and the political commissars who cheered them on with their ideological preachings assured them that the victory was as good as won. Their equipment was of first-class quality and lavish in the extreme. Their tanks were counted by the thousand, and so, too, were their warplanes; their own numbers were as the sands of the seashore. They seem to have blundered into action with no real plan, and certainly with no clear realization of what they were up against. Their High Command displayed an almost touching belief in the capability of tanks to win battles by themselves; they sent them to charge concrete walls and pillboxes; and they must have been amazed to find that they were so easily put out of action by anti-tank guns, hand grenades, and even well-aimed bottles of petrol, so that out of the 3,000 tanks which the Reds sent into action it was estimated that nearly half were captured or destroyed.

The shooting of the Russian artillery was erratic, and their lack of understanding in the siting and employment of their guns would have shocked a Woolwich cadet. Even in the air, where they had an almost unchallenged superiority, they used their 'planes in such a way that about one third of them—nearly 600—were shot down by the Finnish anti-aircraft guns.

But in war there is no teacher to be compared with Death. And when the news of the great heaps of Russian dead piled up in the snowdrifts at Suomussalmi and Aglajärvi penetrated to the Soviet chiefs in Leningrad and Moscow, very soon was worked a change. The command was reorganized; the political commissars were forced to take second place to the front-line fighters; and henceforth the officers were encouraged to rely more on their own experience than on what the textbooks told them. There were changes, too, in the personnel, and the shaggy, unenthusiastic conscripts—many of whom were drawn from the Ukraine or Turkestan, where snow is seldom seen—were replaced by Siberian levies who were thoroughly acclimatized to the Arctic conditions.

Towards the end of January it began to be obvious that the Reds were profiting by their bitter and bloody experiences of the past few weeks. Artillery and tanks, 'planes and infantry were combined in one offensive, and not used separately as so frequently heretofore. From the first week of February the Mannerheim Line was exposed to a continuous and well-directed assault. The early attacks were driven off with heavy loss, but undeterred the Russians still came on, while the Finnish Command were forced to keep in the line men who were more than due for a rest. The artillery bombardments were greater than anything that had been seen in Europe since the huge artillery battles of the Great War; on February 13, for instance, the Russians were reported to have put down 300,000 shells.

Red Avalanche of Men and Metal

In the fighting in the eastern sectors the Russians with tanks and heavy artillery attempted to come to grips with an enemy whose native mobility was enhanced by skis, but now they had a stationary target, and they plastered it day in and day out with heavy shells. Deep down in their bottle-shaped forts of reinforced concrete, the Finns beat back assault after assault, but in the course of the fighting many of the pillboxes sustained direct hits, and although the shells did not penetrate their roofs the concussion was sufficient to affect the accuracy of the defenders' shooting. Worse still from the Finnish point of view was the fact that to a man their troops were wearied almost to death, and on more than one occasion the Russians bayoneted the Finnish infantry who had dropped down in their trenches from sheer fatigue.

After days of constant probing the attackers discovered at last a weak point at Summa. They flung troops into the breach without any regard for human life—in one day it was reported that the Russian killed numbered between 30,000 and 40,000—and against this avalanche of flesh and blood the Finns could oppose only men who had already been engaged in heavy fighting for weeks on end. It so happened that when the strongest attack was launched the Finnish lines were manned by volunteers who were relieving the crack troops who were the normal garrison. The assault was pressed home with terrific vigour, and very shortly the Finns were obliged to abandon the whole western sector of their defences in the Karelian Isthmus.

So it was that at length the new men and new methods of the Russians closed the chapter of defeat and disaster, and after 104 days of war's fury the trumpets sounded for the Red Army's victory.

Only those in the Kremlin's inner circle know the names of those primarily responsible for the ultimate victory of the Red Army, but it may be supposed a considerable part was played by the man who since 1937 has been Chief of the General Staff—General Boris Michailovitch Shaposhnikov, seen in this photograph making a note of Stalin's instructions. *Photo. E.N.A.*

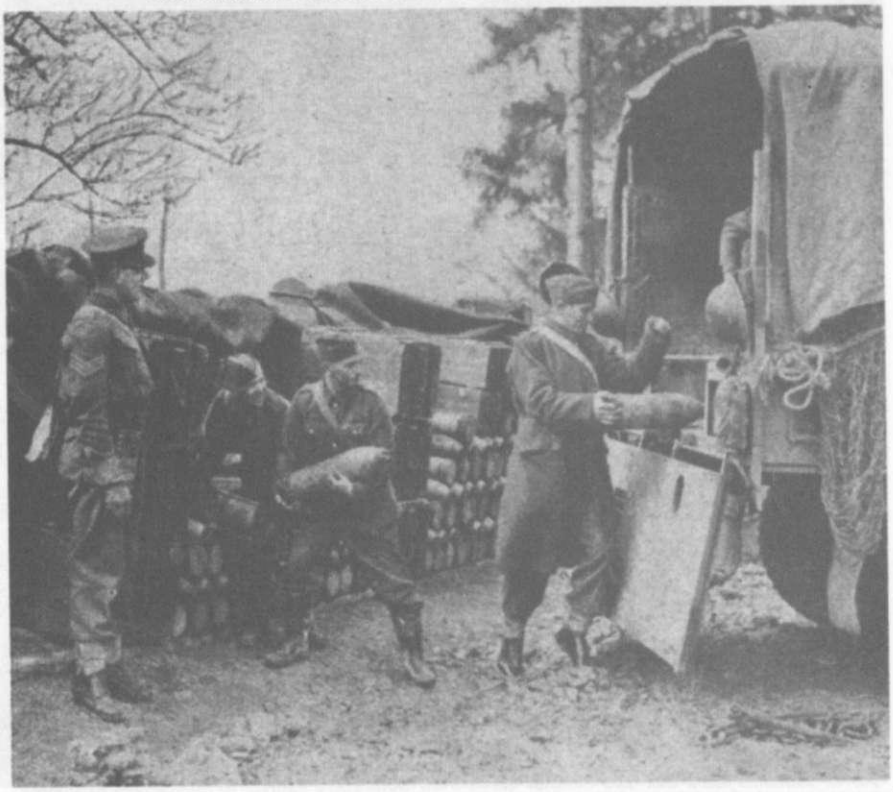
Famous Regiments at the Front

Amongst the regiments represented in the B.E.F. in France is the Lincolnshire Regiment; the sphinx on its badge commemorates its services in Egypt in 1801. Of course, the R.A.S.C. is there, too; it was organized as it now exists in 1888, and the prefix "Royal" was granted in November 1918 in recognition of its achievements in the Great War.

Lincolnshire Regt.

Royal Army Service Corps

A battalion of the Lincolnshire Regiment has its headquarters in a farmyard during divisional exercises in the area occupied by the B.E.F. in France, and these officers are studying their maps. The Lincolnshire Regiment was first raised as the 10th Foot in 1685.



The Royal Army Service Corps is responsible for the transport of all that is required by the Army in the field, and on its efficient and smooth working the fate of battles depends. Left, an R.A.S.C. lorry is loading up ammunition. Right is the guard of a supply column going into the fighting area with a Bren gun mounted on a lorry and the gun crew wearing gas-masks and steel helmets.

Photos, British Official: Crown Copyright

First Steps in France on the Road to Victory

When the war was but a few weeks old it was announced that 158,000 British soldiers had crossed the Channel, and since then many thousands more have followed in their wake—just how many has not been revealed, although Mr. Oliver Stanley, Minister for War, stated in the House of Commons on March 12 that the numbers of the B.E.F. were approximately double what they were in October. The men have been transported without a single casualty, and the French ports have grown accustomed to such scenes as that shown in this photograph—another contingent of British troops assembling on the quays prior to marching away to the rest camp.

Photo, British Official : Crown Copyright

How Long Before They Are Free Once More?

During the encounters between patrols on the Western Front quite a number of prisoners have been taken by both sides. Here some prisoners are being escorted to an internment camp by French soldiers. Right, a German prisoner of war, wounded in the foot, is being attended by a French surgeon, while an armed guard stands by.

These British soldiers, captured by a German patrol but still not downhearted, are being taken to the rear by an escort along a railway track on their way to an internment camp. On several occasions in the past, British soldiers and airmen have been "invited" by their captors to broadcast messages to their wives and families over the German wireless, but an order issued in March 1940 by the British G.H.Q. in France said that it is the duty of any man so unfortunate as to be taken prisoner to refuse to comply with any order, request or invitation to speak on any subject over the radio.

Photos, Associated Press, Wide World and Planet News

'Fritz' Poses for His Picture at the Front

To prove to their people at home and in many neutral countries that Germany is winning the war, the Nazi official photographers, who are a special corps having military rank, take many pictures of German patrols in French frontier villages. Here are Germans searching a house for French soldiers. Note that the cameraman is in the house that they are "searching."

Photo, Wide World

With a tarpaulin as camouflage against reconnoitering British and French 'planes, a German anti-tank gun crew pose for the official Nazi photographer behind the Siegfried Line (below). They have that grim expression inculcated by the Nazi authorities as indication of their seriousness of purpose.

Photo, Keystone

General von Brauchitsch, the Commander-in-Chief of the German Army (above, circle), studies a map of the "Oberheim" sector of the Western Front while on a visit to the Siegfried Line. Wilhelm von Brauchitsch is Hitler's favourite general, and is a typical example of a Prussian army officer.

Left, German patrols are moving through the woods between the Siegfried and Maginot Lines with extreme caution. Skirmishes between German and Allied patrols are an almost daily occurrence in the woods. The German soldiers fear capture [for they have been told that the British torture their prisoners!

International Graphic Press

On the Fringes of the War: Rumania

The names of Rumania's king and politicians are ever in the news, but seldom do we hear of the great mass of the people who, through one crisis after another, continue to go about their daily business in countryside or town. These are the principal subjects of the chapter that follows.

RUMANIA means "Roman," and the Rumanians are proud to recall that they are descended from the Roman legionaries who were settled by the Emperor Trajan in the new province of Dacia. Since then have passed 1,800 years, which have not been without their influence on the racial stream. The province was evacuated by the Romans about A.D. 274, and then for a thousand years the plains of the Danube became the halting places or the homes of barbarian peoples—Goths and Huns, Lombards and Bulgars, Magyars who moved on to Hungary, and Wallachs who gave their name to Wallachia. In the Middle Ages Wallachia and its neighbour Moldavia were independent, but by the 16th century both States had become tributary to the Turks, and so remained until 1877, when, united under the name of Rumania, they declared their complete independence. As a principality and (from 1881) as a kingdom, the State continued until 1914, but since then it has been more than doubled by the addition of huge territories which formerly belonged to Austria-Hungary, Bulgaria, and Russia.

Today, of Rumania's population of some 20,000,000, about 70 per cent are of pure Rumanian blood and origin; in the remainder are Magyars, Germans, Jews, Turks, Bulgars, Poles, Ukrainian Russians, Tartars, and gipsies.

The Magyars, numbering about 1,500,000, are found for the most part in the towns of Transylvania, that central province which before the war belonged to Hungary. There have been Germans in Rumania for many centuries, and the independence of their communities was maintained even during the Turkish occupation. To this day they live their own lives, with their own institutions and local government. In costume, language, and general characteristics they are almost indistinguishable from the Germans of the Reich, and a visitor to their townships on the Carpathian slopes and in the Banat might be excused for thinking himself in the Westphalia or Alsace from which their ancestors mostly came.

Tangled Racial Pattern

The Jews of Rumania number about a million, and live mainly in the towns, where they have succeeded in gathering into their hands most of the threads of industry and finance.

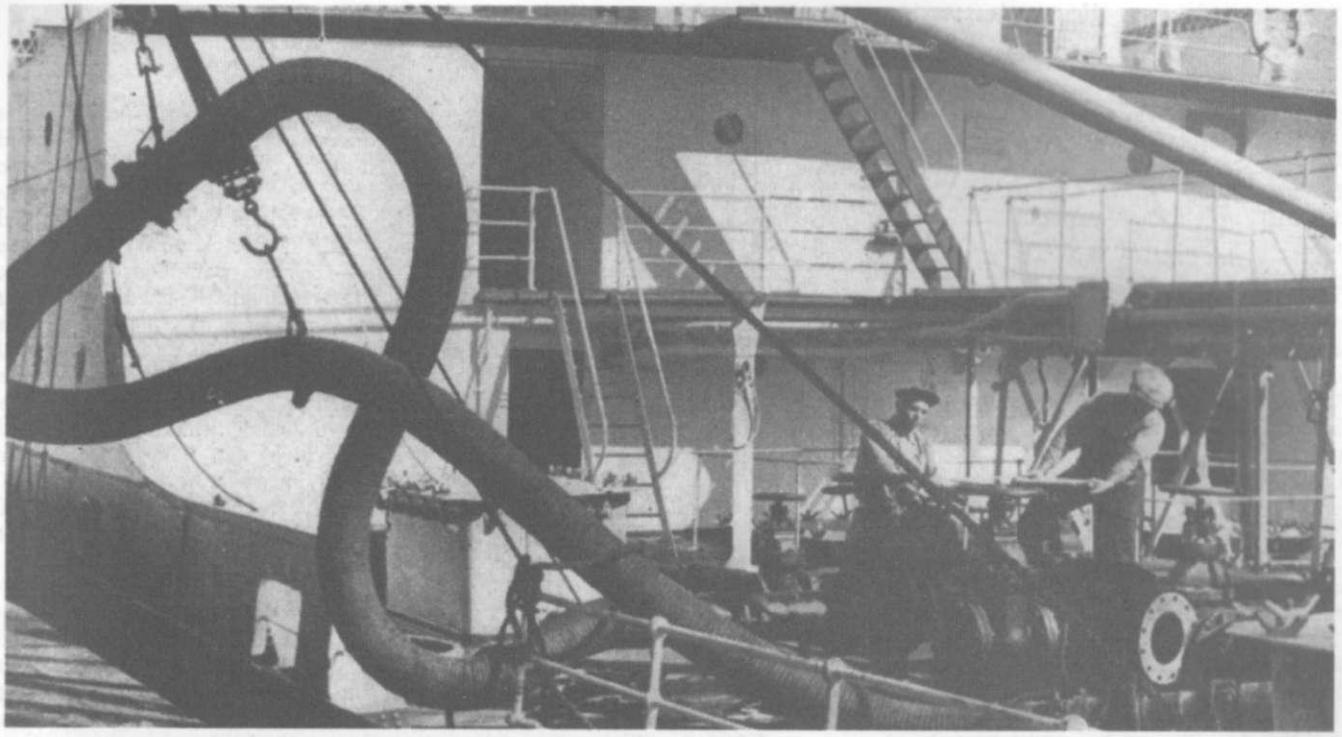
Of the remaining elements in Rumania's tangled racial pattern the Turks live chiefly along the Danube; the Bulgars dwell in the Dobruja, which is still the subject of Bulgarian claims; the Russians are mostly in Bessarabia, which on Russian maps is still described, ominously enough, as a "temporarily occupied territory"; while the gipsies, the colourful Tzigane, have their homes beneath the stars.

The face of Rumania is as varied as its population. In a single day's travel one may pass from the impressive beauty of the Carpathians to the dreary lagoons of the Black Sea coast. There are great fertile plains bearing rich harvests of wheat and maize; the mountains are rich in timber, and on their slopes are sheep pastures and vineyards. Forming the country's southern frontier rolls the Danube, for most of the year a great artery of traffic but ice-bound for three months in winter. In climate, too, Rumania is a land of extremes; in summer so hot that Bucharest can often boast of 100 degrees Fahrenheit in the shade for days on end, while in winter the countryside is covered deep in ice and snow. Then on the seaboard there is often no rainfall for three or four of the summer months.

Primarily Rumania is an agricultural country, and legislation since the war has been directed towards the breaking up of the feudal estates into peasant holdings.

The position of Bucharest, capital of Rumania, on the river Dimbrovitza, a tributary of the Danube, has made it the centre of Rumania's communications. Roads, railways, and waterways from all over the country converge here. Bucharest is not primarily an industrial town, and this is perhaps why she is so beautiful a city. Modern boulevards such as the Bratianu illustrated here are a prominent feature. *Photo, Keystone*

Land of Riches that Her Neighbours Covet



Rumania's principal seaport is Constantza on the Black Sea, 140 miles east of Bucharest. Here there are 150 acres of docks employed mainly in shipping grain and oil to all parts of the world. So important are the Rumanian oilfields that it was considered a serious blow to Germany when in March 1940 France obtained a considerable share of their output. This photograph shows oil being pumped into a Rumanian tanker at Constantza.

Next to agriculture the country's most important industry is the production of oil, the principal oilfields being near Bacau in the Carpathians and Ploesti, between Bucharest and the Transylvanian Alps; to a large extent the industry is in the hands of British and French interests. In a normal year Rumania produces about 7,000,000 tons of oil, about one-third of which goes to the Reich; since the war began her Government has been subjected by the Nazis to constant pressure with a view to diverting to Germany the whole of her production of this vital war material. Coalfields in the Banat support a flourishing steel industry; in the Carpathians are Europe's richest gold-mines; and in the Danube plains tobacco is grown. Among Rumania's other resources are huge deposits of natural gas, amongst the largest in the world.

There are few big towns in Rumania—only five with a population running into six figures. Bucharest, the capital, has a population of about 650,000, and does her best to live up to her reputation as "the Paris of the Balkans." Here is the seat of the Government, which since 1938 has assumed an ever more Totalitarian complexion. Under the constitution adopted in that year no Rumanian may advocate a change in the form of government or in the distribution of wealth, or do anything to stir up class trouble. The Parliament is composed of a Senate and of a Chamber of Deputies, elected for six years. All laws are subject to the veto of King Carol. The Rumanian Army, with a peace establishment of about 150,000 men, and a mobilizable strength of 1,200,000, is said to be one of the best in the Balkans. Large and efficient indeed it has to be, for Rumania is surrounded by States whose territorial ambitions could be satisfied only by the surrender of just over half of the kingdom's present-day extent.

This map of Rumania shows the country's principal economic and political features and its relation to its neighbours. The peasants in the photograph on the right are typical of those living in the Bukovina, on the northern border of Rumania. The proximity of this district to both Germany and Russia makes the possible future of these hardy and picturesque folks far from enviable. *Photos, Keystone*

The War May Cost Ten Millions a Day

Here we have a chapter on the financial aspect of the war—on the all-important subject of how it is being paid for, or will be paid for in the future. Written by E. Royston Pike of THE WAR ILLUSTRATED, it is based on a series of valuable articles that have recently appeared in the "Economist."

THIS war is a very expensive business, much more expensive than the last. Between 1914 and 1918 the cost of the Army worked out at about £340 per man per annum, whereas each man in the Army of today costs the nation on the average £600 per annum. The Navy, Army, Air Force and Ministry of Supply are spending at the daily rate of nearly £4 millions. Almost another million a day is being spent on Air Raid Precautions, evacuation, shipping and the stabilization of food prices. The whole of the war expenditure is therefore close on £5 millions a day, out of a total Government expenditure of between £6,500,000 and £7,000,000 a day.

Already then, when we are still only half-way through the first year of the war, we are spending at the rate of nearly £2,500 millions a year—and this when the war in the air has hardly begun and that on land is still in the future. Before the end of the war's first year we may be spending £8 millions a day, which is at the rate of nearly £3,000 millions a year; if the war continues, expenditure may rise to £9 millions a day or £3,285 millions a year, or even £10 millions a day, when the truly terrific figure of £3,650 millions a year would be reached.

So much for expenditure; what of the receipts? The Chancellor of the Exchequer has estimated that in the year 1939–40 he will receive £995 millions, and in the financial year 1940–1941 he may, if he is lucky, receive as much as £1,250 millions. Expenditure, on the other hand, is likely to reach at least £3,200 millions. Between the two there is a difference of £1,950 millions—say, £2,000 millions. How is the gap to be closed?

Increased taxation is the first resort which will spring to mind, and the increases would have to be borne by every class in the community except perhaps the very poorest, for even if all incomes over £2,000 a year were completely confiscated the national revenue would be increased by only about £60 millions a year. If the standard rate of income tax were raised from 7s. 6d. to 10s. in the pound, excess profits tax were made to yield its last pound, "fancy taxes" of one kind and another were imposed, and indirect taxation stiffened, the estimated revenue might reach a figure of £1,750 millions, i.e. a further £500 millions a year. There would still be a gap of £1,500 millions per annum, and this gap could be closed only by borrowing of one kind or another.

The stirring poster on the plinth of the Nelson monument in Trafalgar Square, top, reminds the small investor that he can do his part in convoying the ship of state safe to port. In the lower photograph the applications of the bigger investors for the £300,000,000 war loan are being dealt with. *Photos. Topical*

At the outbreak of war it was estimated that the gross savings of the community cannot have exceeded about £750 millions a year at the most, and this figure included amounts necessarily set aside for the depreciation of existing capital. As the nation's war effort expands, the growth of employment and the increased sums paid in wages must increase the nation's savings, and the National Savings campaign will no doubt lead to the saving of huge sums which would otherwise have been frittered away. In the first hundred days of the National Savings campaign the public subscribed, through the medium of War Savings Certificates and 3 per cent War Bonds, to the extent of £100 millions, and perhaps this rate of progress may be maintained or even increased. But it is difficult to believe that the additional amount which can be secured from genuine savings will be more than £750 millions a year—in other words, £1,500 millions a year is the maximum that may be received from savings.

Thus we now have a total of Government receipts of £3,250 millions, made up of £1,750 millions from taxation and £1,500 millions from borrowing—about what the war is expected to cost during the coming year. If the war develops in intensity on the land and in the air, then its cost will be tremendously increased—as suggested above, it may approach a figure of £4,000 millions a year—and so there will develop an ever-widening gap. When the war is at its height this gap might amount to between £500 millions and £1,000 millions a year.

Is Inflation Inevitable?

How will this fresh gap be closed? Judging from the experience of the last war, by a borrowing which will be, in effect, hardly distinguishable, if at all, from inflation. If in wartime, as the "Economist" very clearly puts it, for every pound that the Government spends some private individual (or institution) has forgone the expenditure of a pound which he would otherwise have spent, then there is no inflation, no matter whether the private individual devoted the pound he did not spend to the payment of taxes, to subscription to war loan, or merely to the increase of his cash reserves.

But if the Government expenditure on the war increases without a corresponding reduction in the expenditure of the public, then there is inflation—if, for instance, the citizen subscribes to war loan, not out of cash set free by the limitation of his expenditure but out of advances made to him by his banker for the purpose and possibly on the security of the loan to which he is subscribing.

This is the method of increasing subscriptions to war loans which was adopted in the last war, and it may well be that circumstances will compel its adoption in the course of this struggle if it should continue more than a year or two.

Air and Ground Make Contact In the Desert

The importance of the Middle East increases daily. Troops of the Allied armies are kept on watch at all strategic places, and the liaison between the two commands is complete. Cooperation between land and air units is absolutely essential under desert conditions such as those suggested by this impressive photograph. This 285-m.p.h. Bristol Blenheim I bomber, armed with two machine-guns, is taking off after reporting to a mechanized desert patrol on wartime manoeuvres in Egypt.

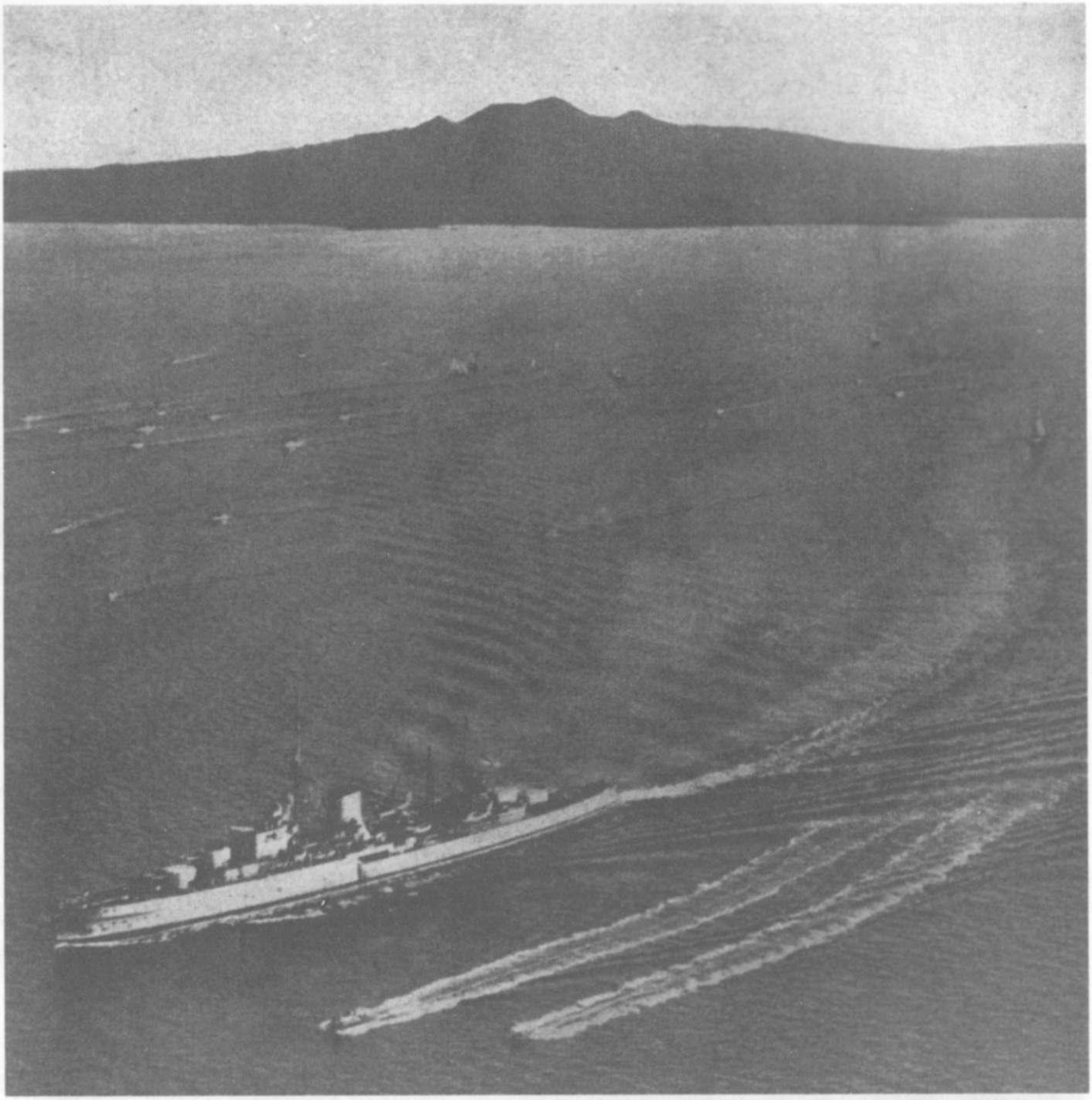
Photo, P.N.A.

Proud of the Part Played by Her Sons in an Epic

Scenes as stirring as any witnessed in London on February 23, 1940 (see pages 193 and 211), were enacted in Auckland on the same day, when the officers and men of H.M.S. "Achilles" marched through New Zealand's largest city to the town hall. Here Captain Parry, in the foreground, is acknowledging the cheers of the vast crowds; right is a "close up" photograph of him.

Photos, Associated Press and "The Times"

Fight, New Zealand Welcomes 'Achilles' Home



As soon as the "Achilles" was sighted from Auckland a large number of small craft put out from the harbour to give her the first cheers and to escort her on the last lap of her voyage. Here some of the unofficial escort is seen in Auckland Bay. As the cruiser approached the quay every ship was bedecked with flags, and the welcome of sirens and steam hooters mingled with the cheers of the crowds. *Photo, Central Press*

NEW ZEALAND was intensely and justifiably proud of the great part played by the Dominion's cruiser, H.M.S. "Achilles," in the battle of the River Plate, and the ship's welcome home on February 23, 1940, was tempestuous. After Lord Galway, the Governor-General, had gone on board to welcome the ship, the men marched through the streets of Auckland to the town hall through a crowd of over 100,000 people. The official speech of welcome was made by the Deputy Prime Minister, Mr. Fraser, who said that they had never doubted that the men would live up to the highest tradition of the Royal Navy, but in fact they had exceeded anything that could be expected by enemy or friend. Mr. Anthony Eden, telegraphing on behalf of the British Government, referred to the "Achilles" in these words: "The heroic and skilful part which she played in that notable victory will long be remembered in the annals of naval history, and has added lustre to the record of New Zealand's achievements in the struggle for liberty and justice in which we are engaged. New Zealand may well be proud of her sons, who have given such signal proof of the contribution which New Zealand is making towards the common victory."

At the Guildhall luncheon in London to the men of the "Exeter" and "Ajax," Mr. Churchill said:

"Was it perhaps a coincidence that has brought the "Achilles" suddenly to emerge out of the vast Pacific Ocean upon the shores of far-off New Zealand in order that she should receive in the Antipodes the same warm-hearted welcome as her sisters, the "Ajax" and the "Exeter," are receiving now in dear old London?"

Somewhere Behind the Line in France Britain's 'Caalry' Practise a Cha

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 308*)

Harsh Peace Terms End an Epic Struggle

Tuesday, March 12, 1940

Text of RUSSO-FINNISH PEACE TREATY signed in Moscow:

I. Military operations between the Soviet Union and Finland are to cease immediately, according to a protocol attached hereto.

II. The State frontiers between the Soviet Union and Finland are to follow a new line by which the territory of the Soviet Union will include the whole Karelian Isthmus, with the town of Viipuri, the Bay of Viipuri, and the islands situated in the bay.

The Soviet Union will further include the territory north and west of Lake Ladoga with the towns of Kakisalmi, Sortavala, and Tohmajaervi, a number of islands in the Gulf of Finland, territory of Mackajaervi, including Kuolajaervi and parts of the peninsula of Ribachi and Sredny.

The exact delimitation of the new frontiers is to be effected by a commission of representatives of the two countries within ten days of the conclusion of the treaty.

III. The contracting parties undertake to refrain from acts of aggression against each other and from concluding alliances or entering into coalitions directed against either party.

IV. The Finnish Republic agrees to grant, against annual payments of 8,000,000 Finnish marks, a 30 years' lease of Hango, with an area of sea within a radius of five miles to the south and east and three miles to the west and north of Hango, as well as a number of islands for the establishment of a naval base for the protection of the entrance to the Gulf of Finland against aggression.

For the protection of this space the Soviet Union is entitled to keep there at its own expense the necessary land and air forces.

The Finnish Government agrees to withdraw its forces from Hango within 10 days after the conclusion of this treaty. The Hango peninsula with the adjoining islands passes under Soviet administration.

V. The Soviet Union undertakes to withdraw its force from the Petsamo district which was voluntarily ceded to Finland under the peace treaty of 1920.

Finland agrees, as laid down by the peace treaty of 1920, not to keep in the waters of the Arctic Ocean naval and other vessels of a tonnage exceeding 100 tons each, regarding which Finland is not subjected to any restrictions, and not to keep more than 15 naval and other vessels of a tonnage not exceeding 400 tons each.

Finland undertakes not to keep in these waters any submarines or military aircraft. Finland further undertakes to refrain from establishing naval ports and bases as well as shipyards in excess of those required for the above-mentioned ships and their armament.

VI. Soviet citizens are entitled to free transit through the Petsamo district to and from Norway. The Soviet Union has the right to establish a consulate in Petsamo.

Goods passing through the Petsamo district between the Soviet Union and Norway are exempt from inspection and examination other than that necessary for the regulation of the transit traffic. These goods are further exempt from Customs transit and other duties. Examination of transit goods is to be effected under the usual rules of international trade.

Soviet civil aircraft are entitled to establish air traffic across the Petsamo district between the Soviet Union and Norway.

VII. The Finnish Government grants the Soviet Union the right of transit traffic to and from Sweden. For the development of this transit traffic both Governments agree to build each on its own territory a railway line connecting Kandalaksha and Kemijaervi.

VIII. After this treaty has come into force economic relations are to be restored between the two countries, which for this purpose agree to enter into negotiations for the conclusion of a trade agreement.

IX. The treaty comes into force immediately after its signature, and is subject to ratification. The documents of ratification are to be exchanged in Moscow within ten days.

Britain's Offer of Aid to the Finns

Wednesday, March 13

MR. CHAMBERLAIN, in a statement to the House of Commons:

His Majesty's Minister in Helsinki was informed this morning by the Finnish Minister of Foreign Affairs that Soviet-Finnish peace terms were signed in Moscow last night, and that an armistice had been arranged at 11 a.m. today, Finnish time, between the two armies.

Throughout the Soviet-Finnish struggle His Majesty's Government, in concert with the French Government, have furnished to the Finns large quantities of war material and supplies of all sorts, particulars of which have been made known as far as it was in the public interest to do so. His Majesty's Government have in fact made plain their readiness to give all possible help to the Finns in their gallant struggle against aggression, and we had made preparations to throw the full weight of all our available resources into the scales on hearing that this would be in accordance with the desires of the Finnish Government. It has always been understood that it was for the Finnish Government to decide upon the course of action which they considered best suited to their interests, in the light of all available knowledge. In their decision they may be assured that the people of this country are united in sympathy for the situation in which they find themselves and in admiration for the courage with which they have maintained for so long the struggle against overwhelming odds. The epic story will ever be recounted in the chronicles of their own history and will remain alive in the memory of all peoples.

'Finland Will Soon Regain Her Vitality'

M. TANNER, Finnish Foreign Minister, in a broadcast to the Finnish people:

The demands go further than those presented in the autumn. Our delegates have fought to modify them, but unsuccessfully. As no prospects were to be found of obtaining better results by continuing the war, it seems wiser to accept the peace terms rather than continue a hopeless struggle. . . .

We were not the guilty ones. We trusted in treaties with our neighbour, but war came from Russia, and we were compelled to defend ourselves. We were not prepared because we had trusted in treaties. There was a lack of all sorts of equipment, and a marked shortage of certain special and important arms.

We had not obtained guarantees from other quarters. During the war we received some help in the form of arms, money, and humanitarian help.

Our army did well and fought with all its might, doing well beyond all expectations. We had many great victories, and only on the main frontier were we forced to withdraw a little. The home front as well stood firm, in spite of daily bombings.

But we are only a small people. The same men had to fight all the time, and it was inevitable that they became tired. We had no reliefs for them, except a few volunteers, who were insufficient in number and came too late.

We asked for help from Sweden, who was in the best position to give help, but she did not find it possible to do so. Her neutrality policy did not permit, which rendered the position still more difficult for us. . . .

Offers from Great Britain and France were good except for one weak point—how could help reach us? The Baltic is closed, Petsamo is far away, and besides it is held by the Russians. The Scandinavian countries had given a negative answer to the pleas of Finland and the Western Powers. Consequently Finland had to state that this help could not be counted on. . . .

We will have to make conditions as normal as possible in view of the war which is still raging in the world between the Great Powers. It will be hard work to build up what has been destroyed and heal wounds. We will, however, succeed in this. The Finnish people are as diligent and enduring in peace as they are in war. We went through a time when our population was reduced to one half, but we rose again. Finland will soon regain her vitality.

Seeking a Moral Basis for World Peace

Saturday, March 16

PRESIDENT ROOSEVELT, in a broadcast address in connexion with the Foreign Mission Conference of North America:

The early feudal days set castle against castle, which ended only in the setting up of Governments able to maintain order within their States. Today we seem once more to be in an era in which organized attacks are seeking to divide men and nations from one another. Religion seeks not to divide but to unite, by the old method of good will. In the dark days of the present that ideal has been maintained in the minds and hearts of the average citizens of all nations.

Today we seek a moral basis for peace. It cannot be a real peace if it fails to recognize brotherhood. It cannot be a lasting peace if the fruit of it is oppression, starvation, cruelty or human life dominated by armed camps. It cannot be a sound peace if small nations live in fear of powerful neighbours. It cannot be a moral peace if freedom from invasion is denied to the small nations. It cannot be an intelligent peace if it denies free passage throughout the world to that knowledge of ideals which permits men to find common ground. It cannot be a righteous peace if the worship of God is denied.

On those fundamentals the world did not have a true peace during the years from the end of the World War to the beginning of the present war.

The active search for peace is essential in meeting and overcoming those forces in the world which set themselves against the brotherhood of man. In the old days our missionaries faced apparently unconquerable forces, and I offer my greetings to you in the fight for the faith. You will help to keep alive the spirit of kindliness and faith which is the essence of Christianity. I am confident in the victory of your ultimate, and our ultimate, ideals of justice, kindness, and brotherhood, which cannot die. They are the highest of our human ideals and they will be defended and maintained. In their victory, the whole world stands to gain, and the fruit of it is peace.

Hitler in the Cartoonists' Pillory

From "The Star" DANCE - DRAT YOU!

WHY NOT ON APRIL 1? The German radio boasts that Hitler will make a triumphal entry into London on April 20 as King of England, Emperor of Germany, Austria and Hungary, and King of Poland.

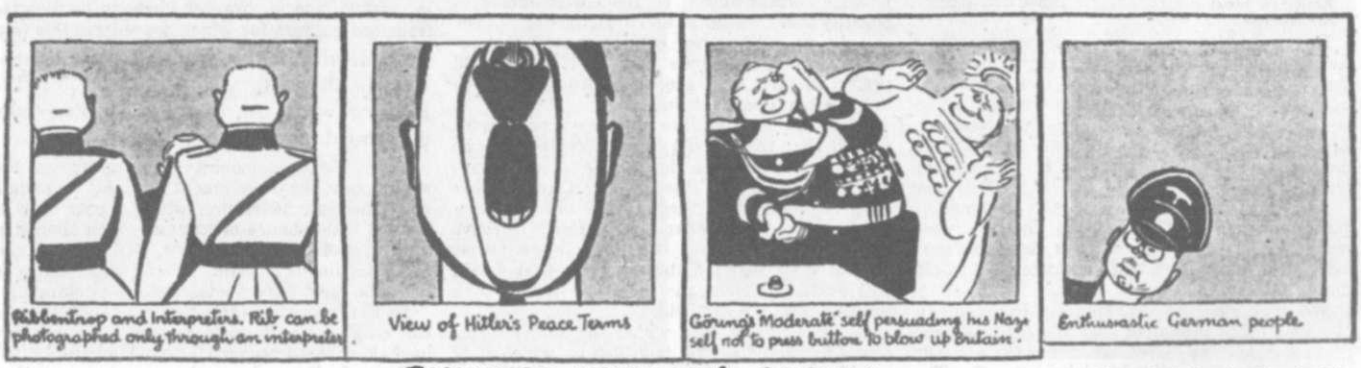
From the "Brisbane Telegraph"

"Tell Your Fortune, Carol?"

From the "Daily Mirror"

"WANT A LIFT, LITTLE GIRL?"

From the "Evening Standard"


Ribbentrop and interpreters. Rib. can be photographed only through an interpreter.
View of Hitler's Peace Terms
Göring's "Moderate" self persuading his Nazi self not to press button to blow up Britain.
Enthusiastic German people.

SUMNER WELLES' ALBUM

SNAPSHOTS TAKEN BY THE U.S. ENVOY IN GERMANY

(by exclusive arrangement between Low and President Roosevelt)

From the "Evening Standard"

'WE FIGHT FOR A DURABLE & MORAL PEACE'

In opening a debate on the progress of the war in the House of Commons on March 19, Mr. Chamberlain gave a detailed account of the steps which Britain and France had taken to go to the aid of Finland if she had made the anticipated appeal for men. The most important points in his speech are given below.

MR. CHAMBERLAIN began by referring to the short statement he made on March 13, when he informed the House of the conclusion of peace between Finland and the Soviet Union, and continued:

The collapse of the Finnish resistance caused a profound shock throughout the world. Once again we were compelled to see another small State the victim of that policy of aggression which we have taken up arms to resist.

Finland would never have been invaded had it not been for the pact between Germany and the Soviet, and it was only German threats which terrified the Scandinavian countries into withholding the help which might perhaps have saved Finland.

Any suggestion that the alliance of this country and France in any way failed in their obligations to do their utmost to assist Finland in her need is one that cannot for one moment be maintained; least of all should such suggestions come from individuals and countries far away from the seat of war who have never felt any anxiety for themselves or their friends.

But it is right that we in this country should now at this stage ask ourselves whether we can feel that we have a clear conscience in this matter, and whether, in fact, we did do all that we possibly could. First of all, I would remind any potential critics that we ourselves are at war. We are facing an unscrupulous and very powerful foe.

Much as we desired to give to Finland all that she asked from us, we had always to bear in mind that whatever we did must necessarily be at the expense of our own strength and at the risk of our own people.

Secondly, it is well to bear in mind that the geographical position of Finland in relation with this country renders the transport of material exceedingly difficult.

Aid Promised and Sent

IN spite of these difficulties, went on the Premier, no appeal of the Finnish Government remained unanswered.

This, then (he went on) is a list of the war material which before the war ended we had given or undertaken to give to the Finnish Government.

	Promised	Sent
Aeroplanes	152	101
Guns of all kinds	223	114
Shells	297,200	185,000
Vickers guns	100	all
Marine mines	500	400
Hand grenades	50,000	all
Aircraft bombs	20,700	15,700
Signalling equipment (sets)	1,300	800
Anti-tank rifles	200	all
Respirators	60,000	all
Greatcoats	100,000	all
Battle dress suits	100,000	all
Anti-tank mines	20,000	10,000
Ambulances	48	all

In the middle of January our representative was informed by Field-Marshal Mannerheim that he did not then require men, as his resources in man-power were sufficient in his opinion to last until the thaw came. He did, however, say he would be very glad to have some 30,000 men in May, but he stipulated they should be trained soldiers.

At the same time we were given to understand that, **both Finland and Sweden were nervous about the reactions on Germany, and both, therefore, hoped that any forces sent would not be sent officially.**

We had this subject thoroughly explored. We had plans prepared, and those plans were discussed and approved at a meeting of the Supreme War Council held on February 5. The preparations for the expedition were carried on with all rapidity, and at the beginning of March the expedition was ready to leave.

In constructing plans for the expedition two overriding factors had to be borne in mind. The first was that no effective expedition could arrive in Finland except by passing through Norway and Sweden. Therefore, before such an expedition could be dispatched or before it could arrive in Finland it was necessary to obtain the assent of these two Governments.

It did not take much imagination to conceive what would be the attitude of Germany if such assent were given. We were conscious that those two countries would have to bear the wrath of Germany, and, in fact, we know that **Germany, as soon as she heard any rumour of such a force passing through those countries to the assistance of Finland, did threaten Norway and Sweden with her intervention if they gave their assent.**

Therefore, we felt we must be ready to provide a force to come to the assistance of Sweden in defending herself if she should be attacked by Germany.

March 18, 1940, was Mr. Chamberlain's 71st birthday, and here we see him acknowledging a reception even more cordial than usual.
Photo, Planet News

The second factor was that the facilities in Norway and Sweden placed a definite limit upon the size of the force which could be transferred in any given period. . . . The size of the force arrived at on that basis was about 100,000 men. It was heavily armed and equipped, and plans were made for it to begin reaching Scandinavia in March and the whole to arrive before the end of April.

Bearing in mind the difficult position of Norway and Sweden, we suggested to the Finns that they should make a public appeal for assistance not later than March 5, and that after that appeal we proposed ourselves to make a formal appeal to the Governments of Norway and Sweden to allow the passage of the expedition. When we communicated this information to the Finns they said they would prefer at once to make an informal approach to the Government of Sweden.

They did so, and the Swedish Government replied that they would continue to permit the passage and facilitate the passage of munitions and of volunteers in small groups through their country, but that they could not grant a passage for any regular armed forces because in their opinion—and we now know what ground they had for the opinion—that would enlarge the area of the war and would turn Sweden into a battlefield. . . . .

In the end the date which the Finns themselves had fixed as the final one on which they would give us their decision passed without any decision being given, and the next day we heard that peace terms had been accepted.

It is not for us to criticize the Finns. Any country that put up such a fight as they had must be immune from all criticism. . . . . I want to make it absolutely clear that we recognized all through their right to make their own decisions in the light of the facts as known to them, and as, perhaps, they could not be known to us.

AFTER a caustic reference to "the floods of German rhetoric which have been poured out on Finland since 1918," the Premier asserted:

The responsibility in this affair stands squarely and firmly upon the shoulders of Germany and no other country. **It was the fear of Germany which prevented Norway and Sweden from giving us the permission to pass our troops through their countries, the fear of Germany which prevented Finland from making her appeal to us for help.**

What is the result to Scandinavia? The security of Finland has gone, but has the security of Norway and Sweden been preserved? On the contrary, the danger has been brought closer than ever to those two countries, till today it stands upon their doorsteps. We here, I think, are bound to feel some sympathy for the position of those two countries . . . . in their comparatively unarmed condition, faced with such alternatives as lay before them, but I am bound to point out that this doctrine of neutrality, which paralysed the action of Norway and Sweden, was based on the assumption that anything was better for a small neutral country than to be involved in a war between Germany and the Allies. That, in turn, was based upon another assumption, the assumption that it was a matter of indifference to these small neutral States whether the war ended in the victory of Germany or the victory of the Allies.

Until those assumptions are abandoned and the necessary deductions are drawn from that abandonment, the policy of these small neutral States will neither correspond to realities nor will it be adequate to safeguard their own interests. **Nothing will nor can save them but a determination to defend themselves and to join with others who are ready to aid them in their defence.**

REFERRING to the welcome visit to London of Mr. Sumner Welles, Mr. Chamberlain went on:

When he returned to Italy he found himself in the presence of a new event, the meeting of the two Dictators on the Brenner Pass. That meeting had naturally given rise to many speculations as to its purpose. Some have thought that it was for the purpose of elaborating new peace proposals.

Whatever may be the outcome we are ready to meet it, and we are not likely to be diverted from the purpose for which we entered this war.

Then after a brief statement concerning the abortive raid on Scapa Flow, the Premier went on to answer those who demanded "a more vigorous policy."

With the responsibility that rests on the shoulders of the Government (he said) **we cannot be hustled into adventures which appear to us to present little chance of success, much chance of danger, and perhaps disaster.** The time and the place for us to strike must be decided upon with the most expert advice we can command.

In the meantime, the best way in which we can ensure our ultimate victory is to preserve unshaken our determination and our unity . . .

Best of all, we have the consciousness that we are fighting for what every right-minded citizen in the world desires—that is, the establishment of a durable and moral peace.

From Scapa to Sylt: The R.A.F. Hits Back

A few days before Easter there was a raid by the Nazis on Scapa, followed swiftly by a return visit to Sylt by bombers of the R.A.F. Here is the story of the two raids; eye-witness accounts of the second are given in pages 347 and 348.

On the evening of Saturday, March 16, fourteen Nazi bombers, including the new Junkers J.U. 88 (*see* page 237), flew 550 miles over the North Sea to the British naval base at Scapa Flow—where twenty-one years ago the German Grand Fleet came to such an ignominious end—and attempted to bomb units of the Royal Navy which happened to be there.

The Nazi bombers arrived just at sunset, and in the words of a German pilot who took part in the raid, "the jaws of Hell opened" the moment they were sighted. Searchlights pierced the gathering gloom and battery after battery of anti-aircraft guns opened fire, belching tons of high-explosive shells into the air. For an hour the Nazi pilots held to their objective; altogether they dropped nearly a hundred bombs, but the only damage they were able to do was to damage slightly one warship, killing seven of the personnel. As soon as British fighter 'planes arrived on the scene, the raiders turned tail. In their hurry to get away from the withering fire of their pursuers the Germans jettisoned their remaining bombs. Nineteen of these bombs fell on targets which had no military significance whatsoever, damaging cottages and roads and killing a 27-year-old County Council employee, James Isbister—the first civilian to be killed in a raid on Britain in the present war.

The Nazis gloated over the raid. They claimed to have hit the "Hood," the "Repulse" and the "Renown"; they talked of "intensified air attacks" on England, of "German military superiority." Because they did not wait to obtain the true facts, or because they did not wish to give them, the German propaganda department was able to broadcast a fantastic account of the raid hours before the British version was released. For some inexplicable reason even the most staid and trustworthy of the American newspapers believed the German story—for a few hours, until the British Admiralty announcement was forthcoming.

For three days Germany was allowed to boast of her successes, of her air might and what she would do to Britain. Then the R.A.F. stole the limelight.

Wave after Wave on Sylt

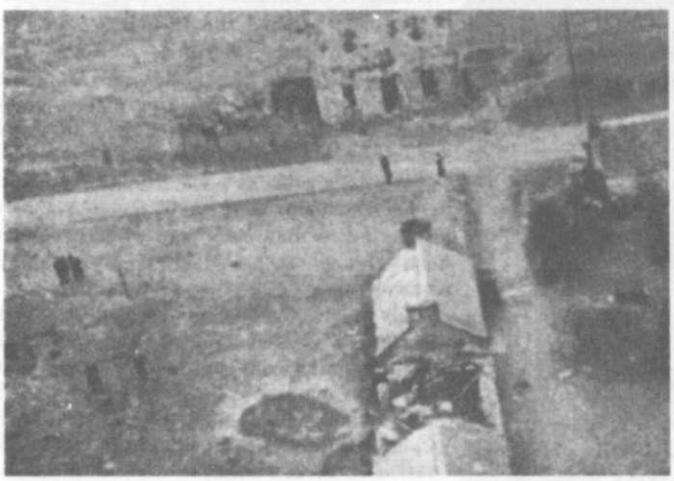
At 8 p.m., on March 19, the first wave of R.A.F. bombers dived out of the clouds over the island of Sylt, the German base off the coast of Denmark from which come the seaplane minelayers. For seven hours the attack lasted, our bombers attacking singly in relays, so that by the time some of the 'planes had just reached their objective others had already arrived back home.

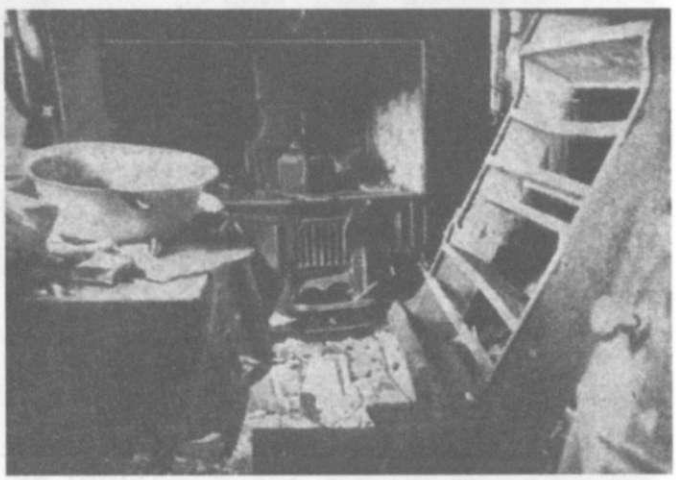
The first British bombers arrived over Sylt in brilliant moonlight, swooped down on their objective at a terrifying speed, and dropped their bombs with machine-like accuracy. Then, as the first bombers flew away, their work done, and the second wave approached, guided by the fires that had been started, warning sirens wailed over the island and a wall of anti-aircraft fire was pumped into the air. But nothing would deter these grim-faced men of the R.A.F. The only Germany fighter 'plane that attempted to battle with the raiders was driven away by one of the bombers' rear gunners.

The attack had been planned by Air Chief Marshal Sir Edgar Ludlow-Hewitt, the Commander-in-Chief of the R.A.F. Bomber Command—the man who had planned the raid on Kiel and Wilhelmshaven at the beginning of the war—and the R.A.F. intended to carry out his plan to the letter.

Among the crews of the 'planes engaged were 14 Canadians, 7 New Zealanders, 7 Australians, a South African, and several Irishmen—a truly Imperial partnership.

Determined that this time there should be no delay in giving the news to the world, the Air Ministry arranged with the bomber squadrons that the progress of the raid should be radioed home in code as it was happening. So, as the bombs were dropping, blowing to pieces aeroplane hangars, seaplane slipways, roads, and railway sheds, and as terrific explosions following a hit on an ammunition dump rocked the island, a matter-of-fact account of the havoc being wrought was flashed back to England, and Mr. Chamberlain was able to say that the attack





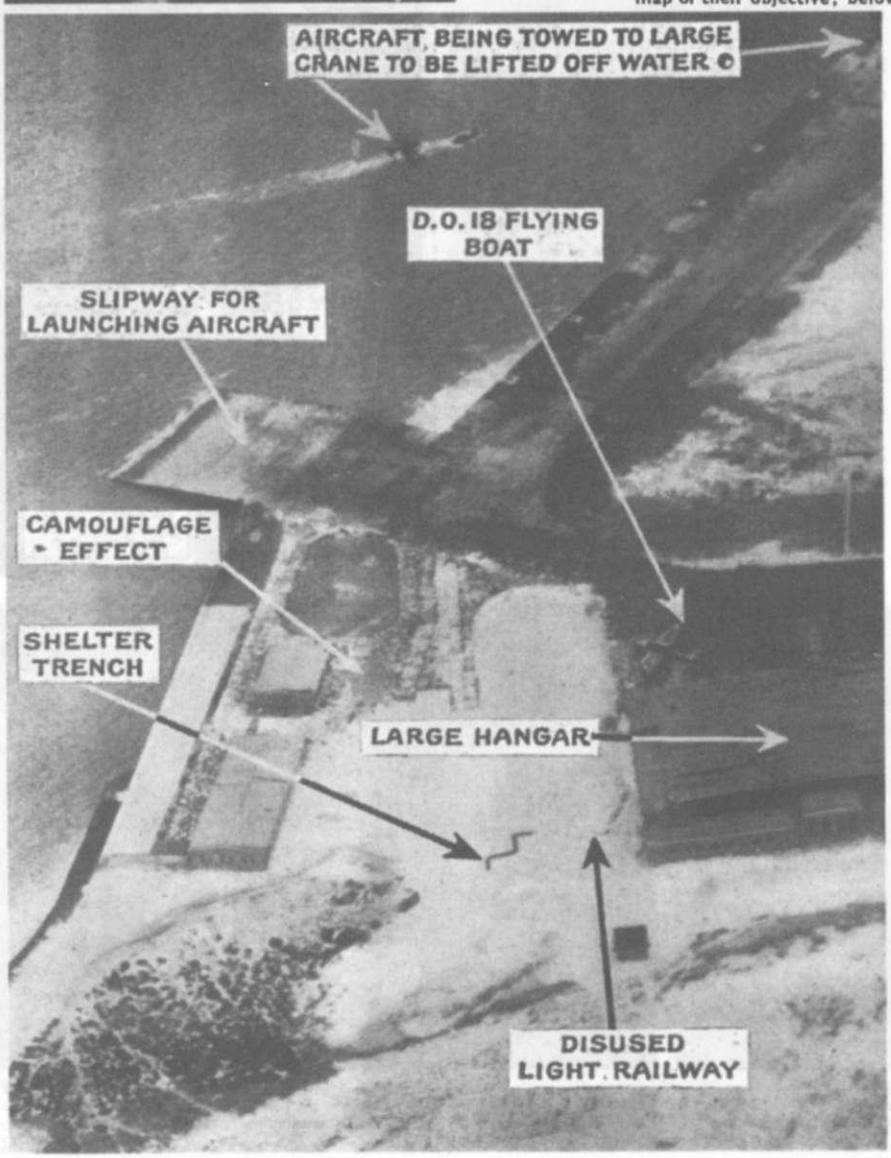
In their raid on Scapa on March 16 German bombers dropped a number of 500-lb. bombs on the five-cottage hamlet of Bridge of Waith, killing one man, James Isbister, and wounding seven other civilians, including two women. The map shows the position of the bombed village. Left, the crater made by a bomb at Bridge of Waith; right, interior of the cottage belonging to aged Mrs. McLeod who was badly injured by the blast.

Photos, Keystone and G.P.U.

No 'Revenge Stunt' but Just a 'Job of Work'

Here are some of the British airmen who raided Sylt on the night of March 19-20. It was unofficially reported that 49 bombers, for the most part Whitneys and Hampdens, were engaged, and that about 45 tons of 500 lb. and 250 lb. bombs were dropped on the targets. Below, right, map of their objective; below, left, Hornum seen from the air.

Photos, Planet News; and British Official: Crown Copyright


AIRCRAFT BEING TOWED TO LARGE CRANE TO BE LIFTED OFF WATER
D.O. 18 FLYING BOAT
SLIPWAY FOR LAUNCHING AIRCRAFT
CAMOUFLAGE EFFECT
SHELTER TRENCH
LARGE HANGAR
DISUSED LIGHT RAILWAY

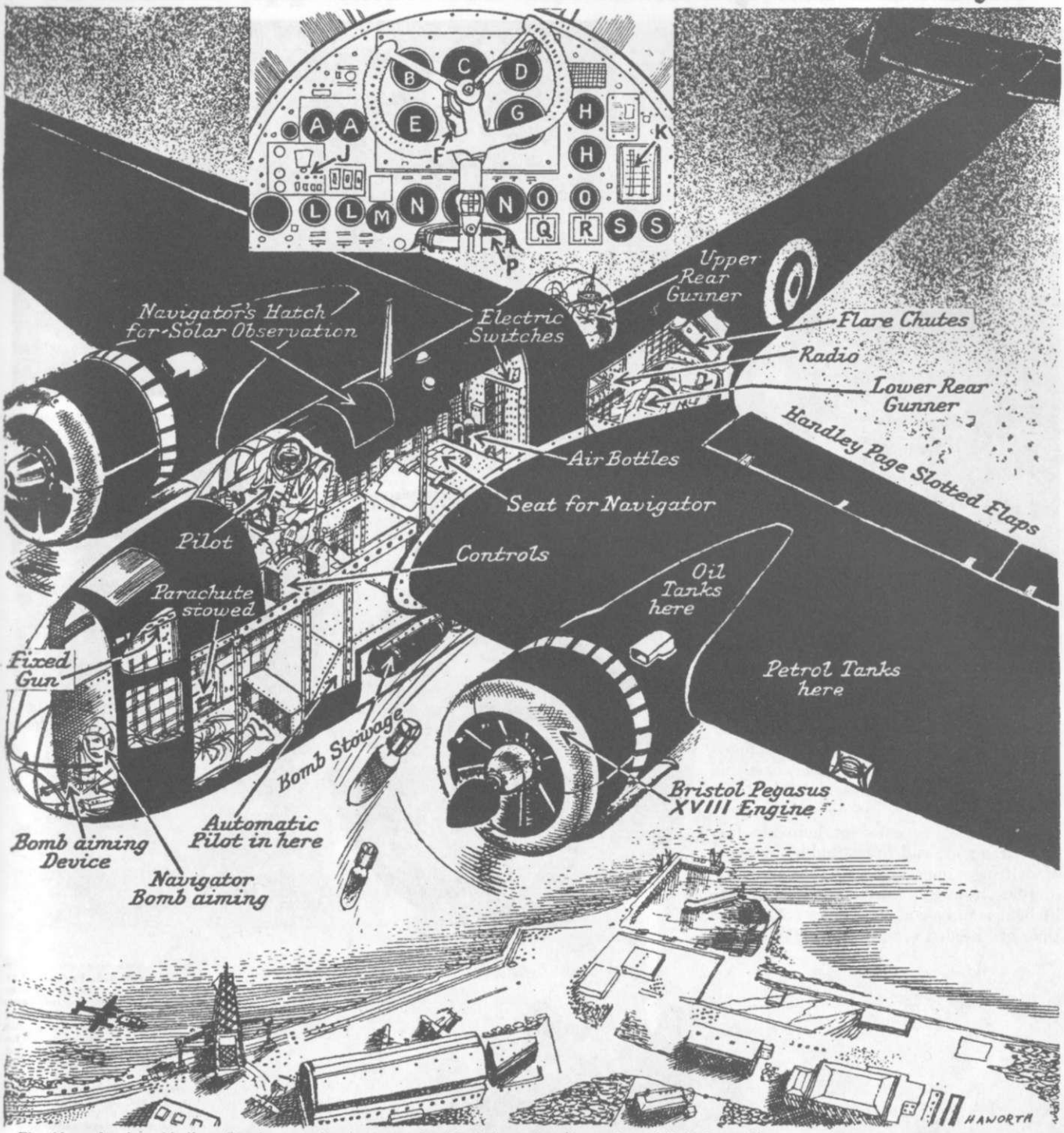
was at its height even as he spoke in the House of Commons.

Watchers from the nearby Danish island of Roemo described the scene as "like a firework display." A Danish innkeeper who watched the attack for hours said that shortly after 8.40 all the anti-aircraft guns on the island seemed to go into action at once. They started firing frenziedly and were using tracer projectiles of all colours. He watched until 11 o'clock, by which time he had counted eighty-five bombs dropped.

But the raid went on for hours after the Danish innkeeper had grown tired of watching, and gone home to bed. Not until 6.30 on the morning of March 20 did the last 'plane in the raid land in England, and only one of our machines failed to return safely.

One observer counted 200 bombs dropped; and of these very few failed to reach their objective. Railway lines

Britain's Bombers Leave Their Mark on Sylt



The Hampden is a Medium Bomber coming between the Blenheim and heavy types such as the Wellington. It has a high speed (265 m.p.h.) and carries a heavy load of bombs. Its main feature, however, is its manoeuvrability, due to its clever aerodynamic design and the use of flaps and slots in the wing design. The engines are two Bristol Pegasus XVIII, with two-speed superchargers. It has a range of approximately 2,000 miles. It carries a crew of four; the peculiarly thin tail gives a wide field of fire for the two rear gunners. Hampden Bombers are being built in Canada in large numbers. *Specially drawn for* THE WAR ILLUSTRATED *by Haworth*

Key to Inset (Pilot's Controls)

A. Oxygen Regulators.
B. Airspeed Indicator.
C. Artificial Horizon.
D. Rate of Climb.
E. Sensitive Altimeter.
F. Direction Indicator.
G. Turning Indicator.
H. Engine Cylinder Thermometer.
J. Undercarriage Indicator.
K. Engine Speed Indicator.
L. Wing Flap Position Indicator.
M. Switches.
N. Fuel Gauges.
O. Engine Oil Temp.
P. Compass.
Q. Engine Oil Pressure.
R. Fuel Pressure.
S. Engine Boost.

and a barrack block were hit; the seaplane base of Hornum—the principal objective—at the southernmost extremity of Sylt, was plastered with tons of bombs; the crew of one bomber saw five of their bombs fall near a jetty; fires were started all over the island, and another bomber reported a direct hit on a seaplane slipway.

Of course, the Nazis maintained that the attack on Sylt had been an utter failure. They asserted at first that only one house had been hit, and a little later they substituted "military hospital" for "house."

All the German newspapers published a balance sheet of the Scapa and Sylt raids, according to which the damage done by the Nazi bombers to Scapa Flow—one British battleship "as good as destroyed," two battleships and one cruiser seriously damaged, two more big ships seriously damaged, damage to three aerodromes and anti-aircraft batteries—amounted to £34,230,550! On the debit side of the account the raid on Sylt represented a German loss of £97 only made up of one damaged house roof £60, one rifle range to be repaired £9, and window panes broken to the extent of £28!

There's Always a Rush to Man the Lifeboat

The Cromer lifeboat has been called out, and helter-skelter down the streets of the old town run some of her crew. Their only fear is that other volunteers may be before them and "bag" a place in the boat.

The Gorleston and Yarmouth lifeboat, the "Louis Stevens," is one of the most modern in the service. She is driven by two Diesel engines, and here the chief engineer, Beaumont Derby, is at the controls.

EVEN in peacetime the men who man the lifeboats round the coast of Britain hazard their lives again and again. In wartime the risks are increased many times over. The calls for help are far more frequent, and to the hidden danger of drifting mines is added that of Nazi murder from the air. Yet when the lifeboat is to be launched more volunteers than are needed are always forthcoming.

The "Louis Stevens," only ten months old, has already a wonderful record of life-saving. Centre is her cox and part-designer, J. Johnson, a local innkeeper, at his place in the cockpit. The East Coast lifeboat glimpsed above has been out to the rescue of the crew of a trawler machine-gunned by the Nazis, and the photo shows some of the men saved being carried ashore.

The lifeboat service has been almost completely mechanized, and here (left) the Cromer boat, driven by twin screws and armed with a machine-gun, is being launched—not, as was once the case, drawn into the water by horses and given its final send off by man power, but pushed out into the surf by a motor-driven caterpillar tractor.

Photos Topical and Planet News

The 'Kipper Patrol' Entertains Its Friends

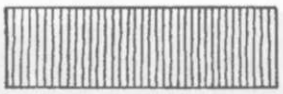
So often have the men of the "Kipper Patrol"—the patrol which watches over the North Sea fishing fleet and the East Coast lifeboat crews—witnessed and helped the heroic efforts of the lifeboatmen, that they decided it was time they "got together." So the R.A.F. men were taken for a trip in a lifeboat, and the lifeboatmen went for a flip in a 'plane. Here are "Kipper Patrol" men being carried ashore after their trip (right), and listening to a story of the sea from an "Ancient Mariner" (circle).

Three "old salts" are having their aerial lifebelts strapped on by their friends of the "Kipper Patrol" (below, left), before they go for a flight in one of the 'planes in which the R.A.F. Coastal Command have covered nearly 6,000,000 miles since the war began.

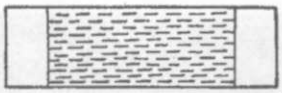
Unused to such "modern contraptions" as aeroplanes, the lifeboatman welcomes a helping hand as he clambers into a patrol 'plane to go for a flight from a R.A.F. station. *Photos, Associated Press and Central News*

British and French Ribbons as They are Worn

The Victoria Cross. Ribbon bears miniature replica of medal.

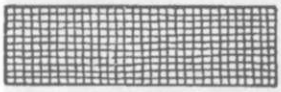


Order of the Bath. Same ribbon for military and civil divisions.



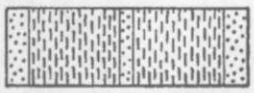
Star of India. Conferred on British subjects and Indian princes.

St. Michael and St. George. For diplomatic, dominion or colonial services.



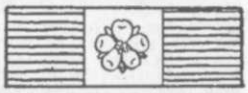
Order of the Indian Empire. Services to the Indian Empire.

Royal Victorian Order. Personal services to the Sovereign.

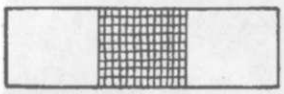


Empire Gallantry Medal. Ranks next after Victoria Cross.

Distinguished Service Order. Officers of the three Services for gallantry.



Distinguished Service Cross. P.O.s, N.C.O.s, and men of the R.N. and R.M.

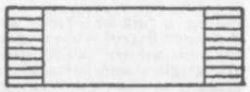


Military Cross. Officers and W.O.'s of the Army of and below the rank of captain for gallantry.

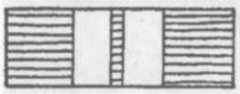
Distinguished Flying Cross. Officers and W.O.s of the R.A.F. for gallantry in the air.

Air Force Cross. R.A.F. O.s and W.O.s for courage while flying, not against enemy.

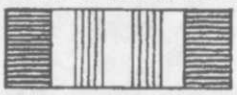
Distinguished Conduct Medal. W.O.s and lower ranks of the Army for gallantry.



Conspicuous Gallantry Medal. R.N. and R.M., equivalent to D.C.M. for the Army.



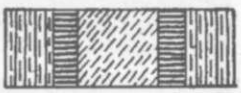
Distinguished Service Medal. W.O.s, N.C.O.s and men of the R.N. and R.M. for gallantry.



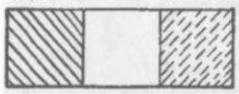
Military Medal. N.C.O.s and men of the Army for bravery in the field.

Distinguished Flying Medal. N.C.O.s and men for gallantry against the enemy.

Air Force Medal. For N.C.O.s and men on the same conditions as the A.F.C.



Queen's South African Medal. For service in S.A. from October 11, 1899, to May 31, 1902.

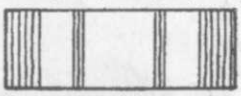


King's South African Medal. Service in the Boer War in the reign of Edward VII.

Ashanti Medal. Ashanti Campaign of 1901.

Africa General Service Medal issued in 1902. Minor campaigns.

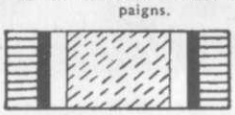
Indian General Service Medal 1908. For campaigns in India.



Naval General Service Medal. Instituted in 1915 for minor warlike operations.

1914 Star. Rosette for those who served in France and Flanders up to midnight of November 22-23, 1914.

1914-15 Star. Those on active service before January 1, 1916.

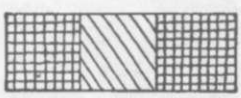


British War Medal. Men of the R.N., Army and R.A.F. who served overseas in 1914-1918.

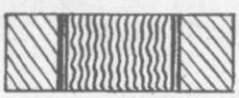
Mercantile Marine War Medal. Merchant seamen who served in a danger zone.

Victory Medal. Men of the Navy, Army and R.A.F. who served overseas.

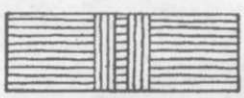
Territorial War Medal. Members of the T.F. who volunteered to serve overseas before September 30, 1914.



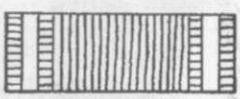
General Service 1923. For minor campaigns after the Armistice.



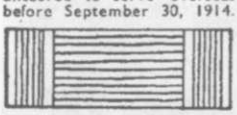
India General Service 1936-7. For minor campaigns.



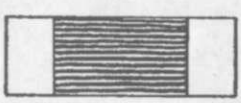
George V Coronation 1911. For the Navy, Army, Police and official organizations.



George V Jubilee 1935. The same recipients as Coronation Medal.

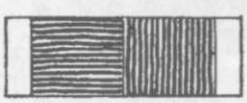


George VI Coronation 1935. Same as George V Coronation Medal.



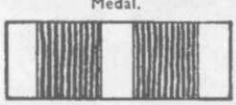
Naval Long Service and Good Conduct. For 15 years' service.

Army Long Service and Good Conduct. For 18 years' service.



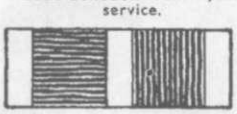
R.A.F. Long Service and Good Conduct. For 15 years' service.

Royal Fleet Reserve Long Service and Good Conduct Medal.



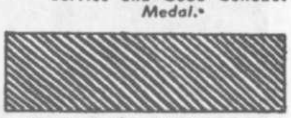
Meritorious Service. W.O.s, N.C.O.s and Men.

Royal Marines Meritorious Service. Non-commissioned officers and men of the R.M.



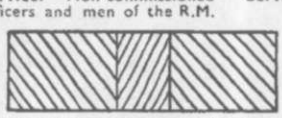
Royal Air Force Meritorious Service. For 18 years' service.

Royal Naval Reserve Long Service and Good Conduct. Fifteen years' service.

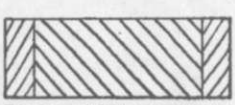


Royal Naval Reserve Officers' Decoration. Fifteen years' efficient service.

R.N.V.R. Long Service and Good Conduct. Fifteen years' good service.

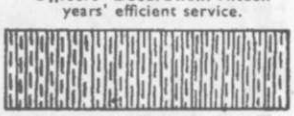


Territorial Decoration. Territorial officers for 20 years' service.



Territorial Efficiency Medal. Men with 12 yearly trainings.

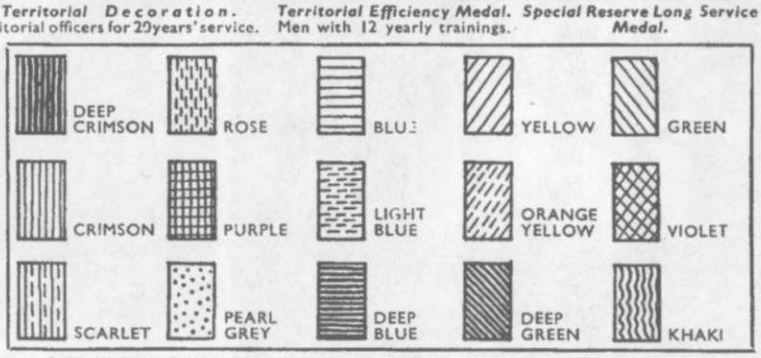
Special Reserve Long Service Medal.

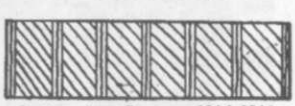


Legion of Honour. French Order of Merit.

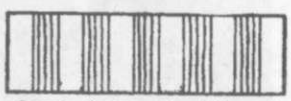
Medaille Militaire. Highest French military award.

Croix de Guerre 1939. New ribbon for the present war.





Croix de Guerre 1914-1918. French decoration bestowed on towns and regiments as well as individuals.



Grande Guerre. French General Service Medal for 1914-1918.

In this page are shown the ribbons of the orders, decorations and medals awarded to officers and men of the Royal Navy the Army and the Royal Air Force in order of precedence. The chief French decorations are also given. Centre below is a key to the colours. Note the grouping: vertical lines, reds; horizontal lines, blues; sloping lines, yellows and greens. In pages 158 and 286 twenty-five of these medals are given in actual size.

We Got 100 per cent Success at Sylt

The R.A.F. men who carried out the spectacular raid on Sylt on March 19 were delighted, after weeks of patrol and reconnaissance work, to have the opportunity of bombing a military objective. Below we give their own stories from the "Daily Mail," "News Chronicle" and "Daily Express" of the biggest air raid of the war to date.

"WE are sure we secured a 100 per cent success," said a 25-years-old flight-lieutenant.

"We set off in the Hampden, four of us, at about 11.30 p.m. Soon after we started I saw ice forming on the wings and windscreen, but that did not trouble us. Sometimes we saw the moon. It was a lovely sight.

"We were flying at about 2,000 ft. and we sat in a little world of our own, with our radio masks over our mouths. As we could not eat anything we chewed gum. Excitement rose among us as we reached the objective. The first thing we saw was the very rough shape of the island below us.

"I decided to fox the enemy. I circled round once as if I was on a reconnaissance flight. Then I turned round again and flew straight over the target. I can tell you I felt pretty excited then.

"We were in the light of about a dozen searchlights, and the anti-aircraft were trying to give us beans, but nothing hit us.

"'Release bombs!' I ordered through my mask. The crew did their job instantly. Fortunately below we could see a big fire where a previous bomb had hit, and my own particular objective a hangar, was lit up.

"A few seconds after the bombs had gone off I saw we had secured a direct hit. I turned round, put up my thumbs to the crew and laughed. Then we came away as fast as we could. We really turned the taps on!"

"Not once during the 15 minutes we were cruising over Sylt were we given even a few seconds' rest from anti-aircraft fire or searchlights," said the captain of one aircraft which arrived over the island shortly after midnight.

"We were being closely followed by a trail of pom-pom shells. At one stage they came rather too close for comfort. Our first bomb hit the ground near a slipway." Three others, according to a pilot of an aircraft which was close behind, registered direct hits on a hangar.

Flaming buildings as well as the light of the moon guided the later arrivals to their targets.

"When we arrived over the island there was quite a nice little fire going and we made straight for it," said one

Some of the bombers in the Sylt raid were Armstrong Whitworth "Whitleys," which carry a crew of five. Raiders who returned after dawn are here seen having a cup of tea with their mascot. They haven't even had time to remove their harness and equipment or even their oxygen masks and microphones. Flying at the very great height necessary would be quite impracticable without heavy clothes and fleece-lined boots.
Photo: P.N.A.

I WAS THERE!

Back from a daring raid on Sylt the crew of a Hampden bomber climb out on to the wing, all smiles at being home again. Actually stepping out of the cockpit is Flt.-Lieut. J. J. Bennett, who was awarded the D.F.C. (see p. 349) and who gave an anonymous radio account of the raid.

pilot. "We were being shot at all the time.

"Our bombs fell on a large hangar. After dropping them and turning away we saw a huge fire blazing, which had not been there when we arrived. Anti-aircraft fire was heavy, including flaming onions."

He added: "It was the first time I had encountered them. It was curiously fascinating to see how slowly they seemed to approach the aircraft. Luckily their slowness gave us plenty of time to get out of the way."

A young corporal said: "Anti-aircraft isn't bad except for the first two or three minutes. You don't quite know what it's going to be like, but when you're in it it's more like the Fifth of November than anything else. All colours of the rainbow light up the sky."

One of the pilots, a fair-haired young flight-lieutenant of twenty-five, from St. Albans, who is nicknamed "Rough-weather Rog" because they say he finds his way home in any sort of weather, said:

"It was fine when we took off after dinner. We had been standing by all day, because we had been warned that we were to make a raid that night.

"We were glad when we were able to get off. We had not been told where we were to go. That was kept a secret until we set off.

"We crossed the North Sea at 3,000 feet, and arrived over Sylt just under that height. The island was bathed in moonlight, and we could make out the faint outlines of the hangars.

"We cruised about for fifteen minutes, unloading our bombs and watching what was happening. We did not see a single German fighter during that time.

"There was plenty of anti-aircraft fire, and flaming onions were bursting all around the machine. Some of the shells came near enough to be unhealthy. They must have been only 200 yards from us.

"My gunner did not fire a single shot. During the time I was dropping my bombs twenty searchlights were trained on to the machine.

"It was difficult to keep the machine on a straight course with the lights glaring in my eyes, but my navigator told me that we made a direct hit on the hangars."

A twenty-one-year-old Australian pilot from Melbourne, who took his bomber over Sylt on one of the last flights, became unsighted, turned as though at practice, and took his 'plane in for a second time.

"We slipped up on our first approach," he said. "My pal shouted through the telephone, 'Dummy run,' so we went back again for a better shot, and let go three big bombs."

The whole station was talking about the "dummy run" last night.

The station armament training officer said: "This is the coolest and calmest thing I have ever heard of.

"The anti-aircraft stuff was coming up thick and fast, yet these youngsters carried out what is usually just a part of practice bombing drill.

"They went back again just as if they were on the training ground at home."

I Watched the R.A.F. 'Fireworks' at Sylt

During the R.A.F. raid on Sylt on March 19, people in neighbouring islands and on the Danish mainland had a grandstand view of the "firework display" caused by burning munition dumps and the heavy anti-aircraft fire. The following account by a Danish innkeeper is published by arrangement with the Exchange Telegraph.

THE innkeeper, who lives in Havneby, on the island of Roemo, said that shortly after 8 p.m. two aeroplanes suddenly dived through the clouds and then swooped across Sylt flying very low to drop eight bombs on the northern part of the island.

"I saw columns of fire belch up and heard the explosions," he said. "Then the air-raid sirens wailed and searchlights came into play, but by that time the two 'planes had disappeared southwards.

"Anti-aircraft guns opened up violent fire.

"Five minutes later, at about 8.20 p.m., another 'plane came from the west over the northern part of Sylt, and was immediately fired upon. This 'plane dropped two bombs, however, and then made off westwards.

"Farther to the south in the direction of Heligoland Bight I heard heavy firing. I saw flashes from many explosions at Hornum and on the Hindenburg dam. Huge columns of flames shot high into the air.

"At 8.40 p.m. I heard the detonation of one bomb, and a few minutes later a violent explosion and a flash which lit up the entire island.

"Then came more explosions. I think the bombs had hit a munitions depot. There was a lull for a few seconds, and then it seemed that all the anti-aircraft guns on the island came into action at once.

"They started firing frenziedly and were using tracer projectiles of all colours.

"It was as if a wall of fire had been set up right across the island.

"A little later another 'plane flew over our heads, turned towards the east and made out to sea. This 'plane was apparently crippled. It was not pursued.

"At 8.45 there was an attack on Hornum and I heard ten bombs fall. There were several attacks and then a 'plane came from the north and dropped two bombs and disappeared.

"Five minutes later another 'plane came from the south, dropped two bombs over Hornum, flew north over the island and dropped two bombs on Vantum. The 'plane then flew back to List.

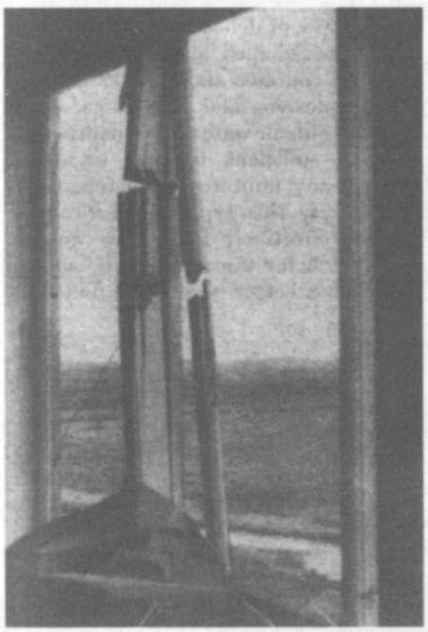
"It was fired at, but not hit, and finally it disappeared out to sea.

"At 11 p.m. I heard four explosions from the centre of the island. Altogether about 85 bombs were dropped in the raids up to that time. All along the coast of the mainland people stood and watched the raid."

Scapa and Sylt: The Bombers Get Through

Following the raid by Nazi aircraft on Scapa Flow on March 16 and that by British 'planes on the German seaplane base at Sylt three days later, questions were asked concerning the two operations. Some of these are dealt with here.

IN the German raid on Britain's naval base at Scapa Flow at dusk on March 16 some fourteen Nazi raiders were engaged. Only one was shot down, although the ships' batteries, shore defences, and fighter aircraft all came into vigorous action. People remarked on the fact, and coupled it in their minds with the oft-repeated announcement that British 'planes have flown at night unhindered over practically the whole of Germany. "Why did we bring down only one German 'plane on that Saturday evening?" they asked; "Why don't the Nazis stop our fellows from flying over Germany? Is it because they don't want to, or because they can't?"



In the course of the air fighting, some bombs fell on the coast of Jutland, only some seven miles from Sylt. This Danish photograph shows damage caused to a house in Norre Lyngvig.

These questions have been submitted to a high officer of the Royal Air Force, and his answers are illuminating. "In the Scapa raid," he said, "we brought down only one Nazi 'plane because interception of enemy bombers is extremely difficult at night, especially if the attacking 'plane does not come within a searchlight area. The pilot is in a closed cockpit, the 'plane he is looking for is probably doing about four miles a minute, often in an opposite direction to himself. It might flash past his eye like a speck seen for a second and then gone, and that would be all."

As soon as the Germans were sighted in the Scapa raid, he revealed, several British fighting 'planes went up, but they were able to intercept none of the enemy aircraft owing to the difficulty of locating machines by night. "Defence at night against attacking aircraft," he emphasized, "is a difficult problem for which neither side has a satisfactory answer."

As for the British 'planes engaged in night raids over Germany, the Germans, we may be sure, would bring them down if they could. Yet all the same we have sent scores of machines over night after night and none has been brought down.

Because of this difficulty of locating and intercepting enemy machines at night, the authorities want the public to understand now that if large scale air war breaks out enemy raiding aircraft may penetrate far over Britain at night and yet not be brought down. Enemy bombs may be expected to be dropped, with the result that many people will undoubtedly be killed.

Comparing the two raids on Scapa and Sylt, the R.A.F. is of the opinion that the German raid was "a good show," yet the results achieved were hardly commensurable with the amount of energy expended.

Then the raid on Sylt was not what some of the newspapers declared it to be—sharp and speedy revenge for the raid on Scapa. As this R.A.F. authority put it, "we wanted to show them that we possessed a gun and it was loaded." Certainly the R.A.F. has no intention of being inveigled into what might be described as a "tit-for-tat war." Sylt, in other words, was no "revenge stunt," but just a "job of work."

HEROES OF THE SYLT BOMBING RAID

The three Aircraft Captains noted below were decorated for gallantry displayed in the bombing raid on Sylt on March 19-20. The awards were gazetted on March 26, 1940.

D.F.C.

TURNER, Squadron Leader W. Henry Nigel.

In the face of severe anti-aircraft fire he showed great determination and ability in attacking his target effectively. Both small arm and heavy artillery fire surrounded his aircraft in conditions that gave the defence every opportunity, but he calmly and accurately completed his task of bombing the hangars.

BENNETT, Acting Flight Lieut. J. Johnson.

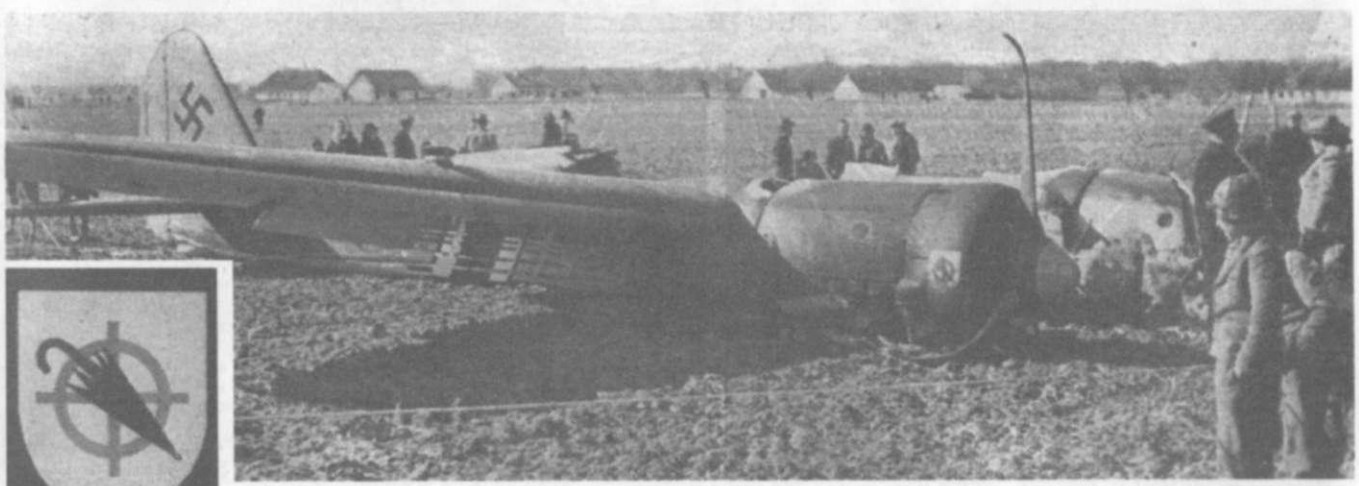
In spite of being held and dazzled by searchlights he descended to 1,000 ft. over the base and pressed home his attacks at this low altitude under heavy anti-aircraft fire with great deliberation and resolution, securing direct hits on the seaplane base and causing an outbreak of fire.

D.F.M.

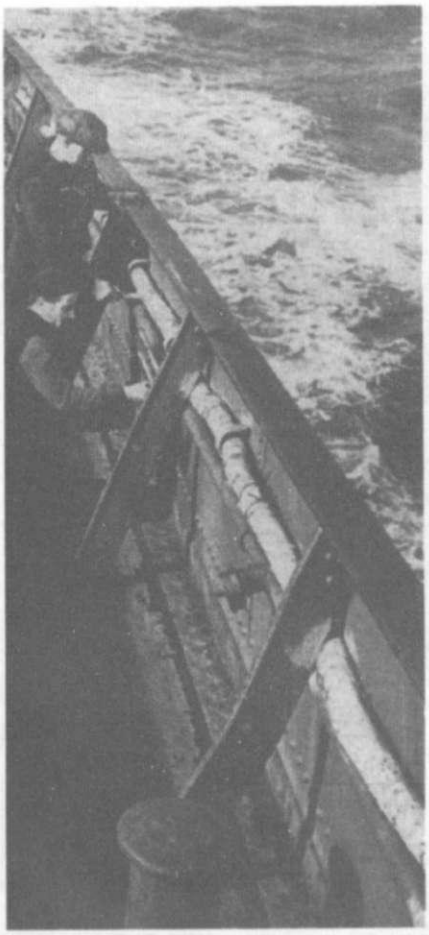
FLETCHER, Sergeant John Laurence.

He set the highest example of gallantry by successfully attacking the hangars and slipway at a height which brought him, and his crew, up against the full force of the anti-aircraft fire of this heavily defended base.

Sgt. J. L. Fletcher, awarded the Distinguished Flying Medal; he successfully attacked hangars and slipway.



Although only one of the German raiders who attacked Scapa Flow on March 16 was brought down in Scotland, others were believed to be severely damaged. Here we see one of them—a JU88 (see diagram in p. 237) which was compelled to alight on the Danish island of Laaland. It was set on fire, but the flames did not destroy its squadron's curious badge (enlarged on the left) incorporating Mr. Chamberlain's umbrella. *Photos, Daily Telegraph and Associated Press*



The Magnetic Mine is Defeated

"Hitler's secret weapon," as the magnetic mine was nicknamed, was not secret for long; neither was it long before counter-measures were devised. Here we have an account by Mr. N. G. Tipples of the "de-Gaussing" process, whose existence was recently announced.

DURING the past few weeks many British ships have been fitted with a special device which renders them immune from damage by magnetic mines, and with the arrival in New York on March 7 of the liner "Queen Elizabeth," with her giant hull girdled by an anti-magnetic cable, the news of the device has been officially released.

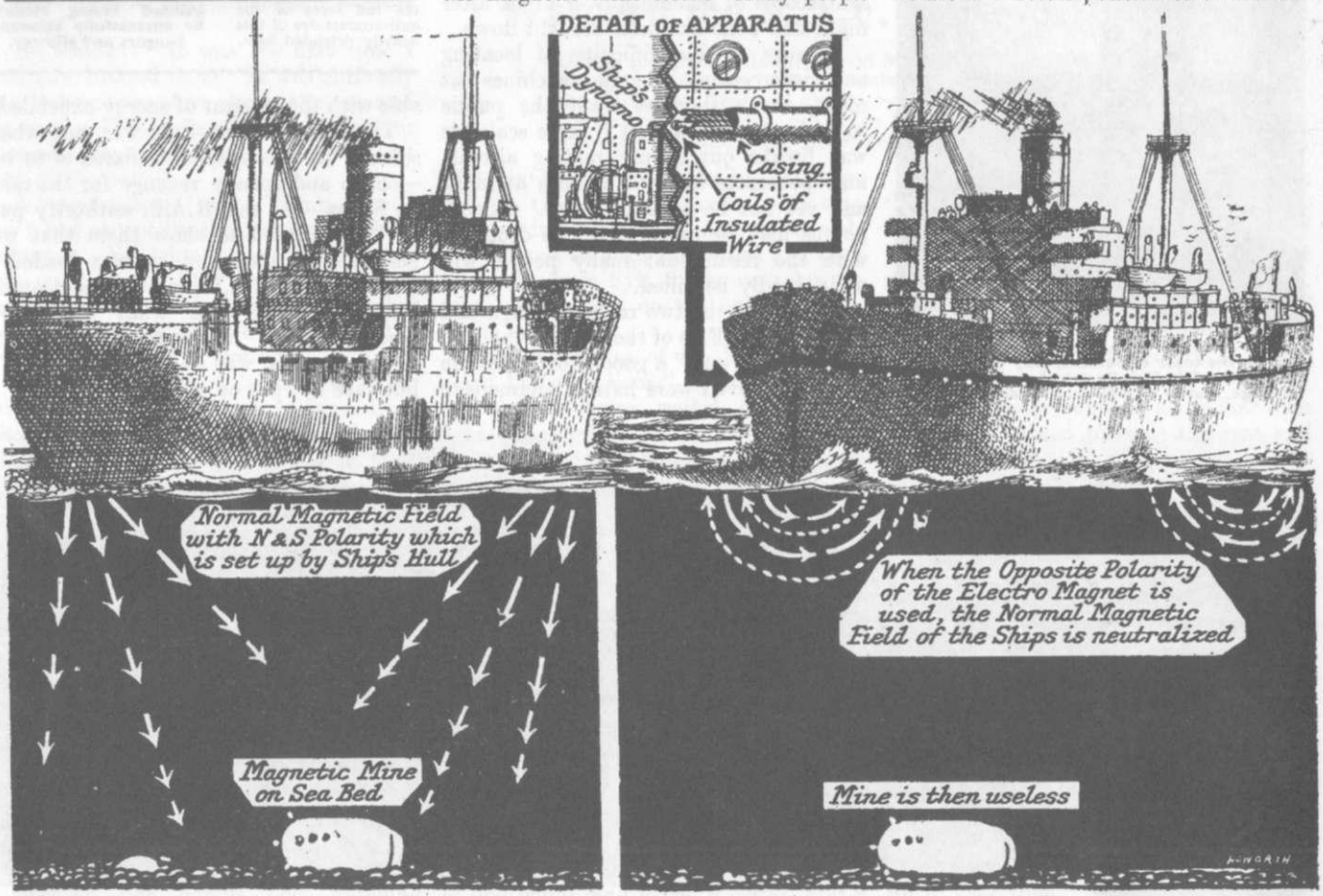
A detailed description of it cannot yet be given, as it is still more or less an official secret, but the broad principle upon which the device works can be found in any text book on electricity and magnetism. Technically it is known as de-Gaussing, because it is based on a law discovered by a German scientist named Gauss, who died about a century ago.

Gauss's Law states that "the number of lines of magnetic induction crossing any closed surface surrounding a magnetic pole of strength M is equal to 4π M," but as this will convey very little to the average reader, I shall try to explain the working of this clever device in everyday language, avoiding technical terms as far as possible.

First of all, here are a few facts about the magnetic mine itself. Many people are under the impression that the magnetic mine is attracted bodily upwards by the magnetic pull of the ship as it passes overhead. That idea is wrong. This is what happens when a ship passes over a magnetic mine: the magnetic lines of force which surround such a huge mass of iron or steel reach out and attract upwards one end of a pivoted magnetic needle, which is the chief feature of the mine's mechanism. Down goes the other end of the needle, thus closing an electric circuit and detonating the explosives. That is the principle on which the magnetic mine operates, but actually it is not quite as straightforward as that, and an engineer who was able to inspect one aptly described it as "a devil's brew of delicate magnetic relays."

The pear-shaped aluminium casing of the mine contains about 1,500 lb. of very high explosive, and the force of this exploding under water like a depth-charge is quite sufficient to sink or damage severely any unprotected merchant ship. Fortunately this type of mine can only be used effectively in shallow waters.

So much for the mine itself, and now we are in a better position to understand


DETAIL OF APPARATUS
Ship's Dynamo
Casing
Coils of Insulated Wire
Normal Magnetic Field with N & S Polarity which is set up by Ship's Hull
Magnetic Mine on Sea Bed
When the Opposite Polarity of the Electro Magnet is used, the Normal Magnetic Field of the Ships is neutralized
Mine is then useless
HAWORTH

The defeat of the Nazi murder mine has been accomplished already. In the diagram (left) is shown how the earth's magnetic field induces a magnetic effect in the hull of a ship. It is this magnetic field of the ship which disturbs the detonating mechanism of the mine with such fatal results. On the right is shown the de-Gaussing coil which neutralizes the ship's magnetic effect, thus rendering her quite safe from magnetic mines. Above is illustrated the method of attaching the coil inside the bulwarks of a collier *Specially drawn for* THE WAR ILLUSTRATED *by Haworth. Photo, Central Press*

How the Nazi Murder Mines Are Made Harmless

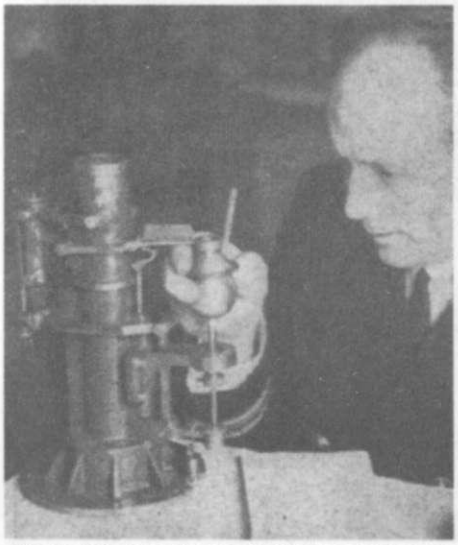
something of the measures which have been taken to defeat this menace. The mass of iron and steel which constitutes a ship's hull is really a powerful natural magnet, due to the unseen but nevertheless insistent effect of the earth's magnetic field. One end of the vessel will have north polarity and the other end south polarity. By using an instrument known as a magnetometer and by applying Gauss's Law an expert can calculate to a fine degree the disposition and strengths of the magnetic poles which exist in the hull of the ship. He is then able to design an electro-magnet which will create a magnetic effect equal in strength but opposite in polarity to the natural magnetism of the ship. In practice this electro-magnet takes the form of a number of turns of heavily insulated cable coiled around the entire length of hull high above the water line.

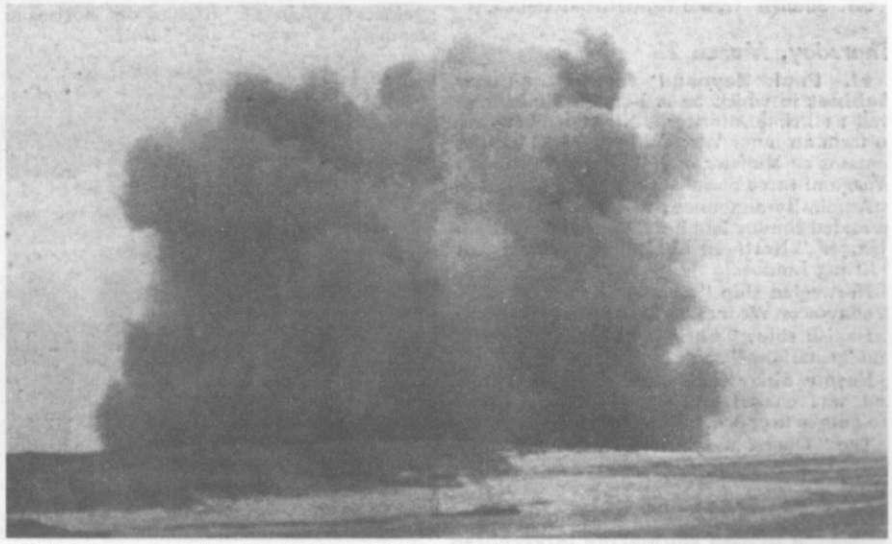
The length of cable used in such an anti-magnetic belt may total as much as ten miles in the case of a big ship. The cable is supported at intervals of about a foot by metal brackets, which are welded high up on the ship's side. The ends of the coil are connected up to the ship's dynamo and an electric current of a predetermined strength is forced through it. Then magnetic lines of force spread out and neutralize the ship's magnetic field, and that is why a ship which has been de-Gaussed in the above manner can safely sail over a magnetic mine without disturbing that deadly needle.

It may be pointed out that vessels which have been fitted with this apparatus have to make two compass adjustments: one for when the apparatus is not in use, and another for when the de-magnetizing current is switched on.

At the ship's generator controls, the chief engineer of a collier connects the de-Gaussing coil to the dynamo. The ship is now safe from magnetic mines. *Photo, Central Press*

When dealing with a mine that might be of the magnetic type it is essential not to be wearing anything metallic. Keys, penknife, cigarette case, and even a greatcoat with brass buttons (left) were discarded by the Lieutenant-Commander of the Rendering Safe of Mines Squad before he approached a stranded mine. However, once the detonating mechanism has been removed ordinary tools may be used. The man on the right is seen dismantling the switch mechanism on the base-plate of a stranded contact mine.





On the left, part of the actuating mechanism of a mine is being examined and tested by a British naval officer. Although far from simple in design, it is of robust construction. The enormous and devastating effect of 1,500 pounds of high explosive can be judged from the photograph on the right. This was taken when a mine which could not be dismantled safely was deliberately detonated. In the case of ordinary mines this is accomplished by rifle fire or an electric detonator.

Photos. Planet News

OUR DIARY OF THE WAR

Tuesday, March 19, 1940

Air Ministry announced that, following German raid on Orkneys, **R.A.F. bombers damaged German air base** at Hornum, on island of Sylt. Action was still in progress at midnight.

Important debates took place in both Houses of Parliament on Finnish "peace" and progress of the war.

French Cabinet met in secret session.

Complete official reserve was maintained in Rome over subject of Brenner conversations.

Mr. Sumner Welles left Rome after further conversations with Count Ciano.

French vessel "Capitaine Augustin" and trawler "Rose Effeuillée" reported sunk.

Finnish Army Command issued tabulated list of war casualties. In a total of 58,500, 15,700 were killed.

Announced that up to March 13, 12,816 ships had been convoyed by the British Navy, and of those only 28 had been sunk while under protection.

Wednesday, March 20

Reported that R.A.F. raid on previous night on Sylt lasted six hours. One machine had failed to return.

Reconnaissance machines had since confirmed reports of extensive damage done to hangars, jetty, oil tanks, etc.

M. Daladier resigned after a resolution in the Chamber demanding a more vigorous prosecution of the war.

Ten German bombers attacked a convoy, consisting almost entirely of neutral ships, off Scottish coast. They were engaged by escorting warships and machines of Fleet Air Arm and Coastal Command.

No damage or casualties incurred by H.M. ships or aircraft. Three small neutral vessels damaged: Norwegian "Svinta" and "Tora Elise," and Swedish "Utklippan."

One Heinkel was damaged and several others hit during the engagement.

G.H.Q. of B.E.F. announced that British patrol had successful encounter with enemy patrol, five of latter being killed.

Dutch tanker "Phobos" mined off South-East Coast.

Danish ships "Bothal," "Viking" and "Algier" sunk.

British steamer "Barnhill" bombed by German aeroplane in English Channel. She was later beached and broke in two.

"Mauretania" left New York for a secret destination.

Mr. Sumner Welles sailed from Genoa.

Thursday, March 21

M. Paul Reynaud formed a new Cabinet in which he is Foreigh Minister as well as Prime Minister. Nine members are to form an inner War Cabinet. M. Daladier remains as Minister of National Defence and War, and three Socialists are included.

Admiralty announced that two more ships in raided convoy had been damaged: British steamer "Northern Coast" and Norwegian "Erling Lindoe."

Norwegian ship "Svinta," damaged while in convoy on Wednesday, was sunk by U-boat.

Danish ships "Christiansborg," "Minsk," and "Charkow" sunk by U-boat.

Enemy aircraft appeared over Shetlands and was chased away by British fighters. No bombs dropped.

The "Queen Mary" left New York for a secret destination.

Friday, March 22

Admiralty announced that on previous evening **a British submarine intercepted Nazi iron-ore ship** "Heddernheim" 8 miles north of Denmark **and sank her**, after ensuring safety of crew.

Attempt made by enemy aeroplane to bomb Cromer Knoll lightship.

After air fight near Dutch frontier, one British machine crashed on Netherlands territory.

All Turkish steamers of over 150 tons in foreign waters ordered to return to Turkish ports at an early date.

King Carol emphasized Rumania's determination to defend her frontiers.

Saturday, March 23

Aeroplanes, believed to be hostile, appeared off east coast of Scotland.

M. Reynaud held a meeting of the Inner Cabinet at which General Gamelin and Admiral Darlan were present.

Count Teleki, Premier of Hungary, arrived in Rome.

French war communiqués announced patrol activity to east of the Saar.

British trawlers "Salacon," "Recordo" and "Helios" reported attacks by machine-guns and bombs from German aeroplanes.

Norwegian Ministry of Foreign Affairs revealed that a Note of protest to Germany against the sinking of Norwegian ships had been delivered to the German Government on March 8. Nothing is known of any German reply.

Officially announced in Prague that two German frontier guards had been murdered the night before at Birke.

Twenty-first anniversary of foundation of Fascist movement celebrated throughout Italy.

German mission, headed by Dr. Clodius, in Bucharest negotiating for economic domination.

Sunday, March 24

British submarine sunk German collier "Edmund Hugo Stinnes IV" off north coast of Denmark, after ensuring crew's safety.

R.A.F. carried out reconnaissance flights over north-west Germany during night of March 23-24. One machine failed to return.

Admiralty announced that H.M. trawler "Loch Assater" had been sunk by mine. Entire crew was rescued.

Helsinki reported that Red Army had taken over Hango, which was formally handed over at midnight on March 22.

Announced that Norwegian Government lodged protests in Berlin on March 18 and 19 against German air attacks on Norwegian steamers "Lysaker" and "Bott."

Monday, March 25

Paris reported local artillery actions on various points of the front, and air activity on both sides.

Count Teleki, Premier of Hungary, had long interview with Count Ciano, Italian Foreign Minister.

Official British order issued forbidding British prisoners of war in Germany to broadcast.

Danish steamer "Britta" sunk off north coast of Scotland.

Announced that automatic light floats, with lamps that burn for two months, are to replace lightships which have suffered from Nazi bombing.

Tuesday, March 26

M. Reynaud, new French Premier, broadcast stirring appeal to French nation to carry on total war against Germany.

Paris reported **marked increase in air activity over Western Front,** particularly in Saar and Vosges regions.

French machines made reconnaissance flights far into enemy territory; German aeroplanes flew over Northern and Eastern France.

Further sector of Allied front in France taken over by B.E.F. from French troops, Highlanders being first to replace the French.

Soviet Ambassador to France, M. Souritz, **recalled** after demand by French Government, who complained of contents of telegram addressed by him to Stalin.

Count Teleki had interview with Mussolini.

"Mauretania" passed through Panama Canal to Pacific Ocean. Reported that she is going to Australia to serve as troopship.

Mr. Savage, Prime Minister of New Zealand died.

Wednesday, March 27

Air Ministry announced that aircraft of R.A.F. **Coastal Command** attacked and **sank enemy patrol vessel** in North Sea.

R.A.F. brought down five Messerschmitts after day of intense aerial activity over Maginot Line. Reported that two other enemy machines may also have crashed.

Survivors of British tanker "Daghestan," sunk in North Sea on March 24, reached land.

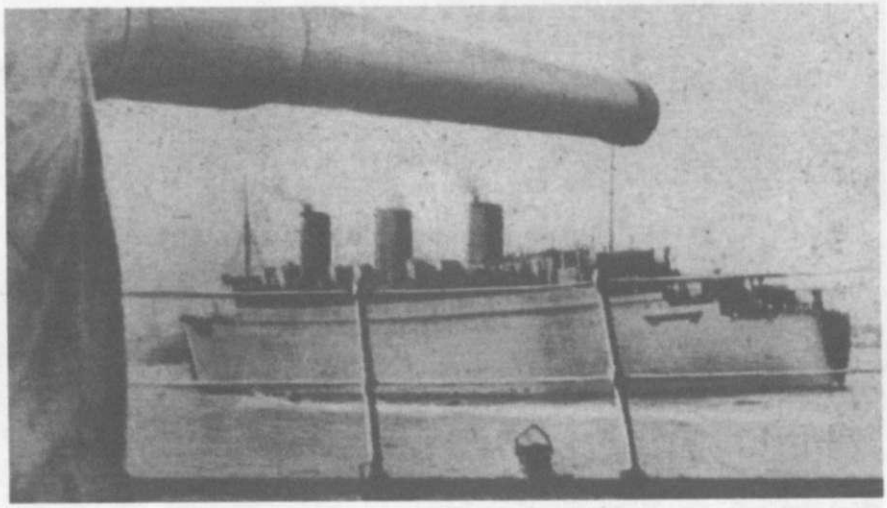
British steamer "Castlemoor" reported overdue and presumed lost.

Survivors of sunk Norwegian steamer "Cometa" landed at Scottish port.

New Finnish Government formed, M. Ryti retaining the premiership.

Stated that protests by Norway against alleged British infringements of territorial waters had been received and were being examined.

Liberals gained sweeping victory in Canadian General Election.



The great Cunard White Star liner, "Queen Mary," which had been laid up in New York Harbour since the outbreak of war, sailed on March 21 under sealed orders. This photograph, taken from the "Lancastria," shows her at the time of sailing. The "Mauretania," which left New York on March 20, passed through the Panama Canal on March 26.